



CITY OF
PORTLAND, OREGON

**OFFICIAL
MINUTES**

A REGULAR MEETING OF THE COUNCIL OF THE CITY OF PORTLAND, OREGON WAS HELD THIS **14TH DAY OF MARCH, 2018** AT 9:30 A.M.

THOSE PRESENT WERE: Mayor Wheeler, Presiding; Commissioner Fritz; Commissioner Eudaly teleconferenced from 9:30-9:50. 3 members present.

The meeting recessed at 9:50 a.m. and reconvened at 10:34 a.m. Wheeler, Fritz, Eudaly present. Commissioner Fish arrived at 11:00 a.m. 4 members present.

OFFICERS IN ATTENDANCE: Karla Moore-Love, Clerk of the Council; Robert Taylor, Chief Deputy City Attorney; and Nicholas Livingston and John Paolazzi, Sergeants at Arms.

On a Y-4 roll call, the Consent Agenda was adopted.

The meeting recessed at 9:50 a.m. and reconvened at 10:34 a.m.

COMMUNICATIONS		Disposition:
236	Request of Craig Rogers to address Council regarding zombie houses (Communication)	PLACED ON FILE
237	Request of Louanne Moldovan to address Council to advocate for increased budget for Portland Police Bureau (Communication)	PLACED ON FILE
238	Request of Joel Seim to address Council regarding NATO phonetic alphabet to be used in radio transmissions of emergency agencies (Communication)	PLACED ON FILE
239	Request of Valerie Ilustre to address Council regarding banning wood fires in the City limits (Communication)	PLACED ON FILE
240	Request of Jesse Banks to address Council regarding City Hall Commissioners law (Communication)	PLACED ON FILE
TIMES CERTAIN		
241	TIME CERTAIN: 9:45 AM – Appoint Hillary Houck to the Citizen Review Committee advisory board to the Independent Police Review, a division of the City Auditor's Office (Resolution introduced by Auditor Hull Caballero) 15 minutes requested (Y-3; Fish and Saltzman absent)	37346

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242	TIME CERTAIN: 10:00 AM – USS Portland Commissioning Committee on the USS Portland (Presentation introduced by Mayor Wheeler) 30 minutes requested	PLACED ON FILE
*243	TIME CERTAIN: 10:30 AM – Ratify a Letter of Agreement between the City through the Bureau of Development Services and AFSCME Local 189 to increase the pay steps of several inspection classifications (Ordinance introduced by Commissioner Eudaly) 10 minutes requested (Y-4; Saltzman absent)	188858
CONSENT AGENDA – NO DISCUSSION Mayor Ted Wheeler		
Office of Management and Finance		
*244	Pay claim of Robert Blaschke in the sum of \$7,830 for bodily injury resulting from a motor vehicle collision with the Portland Police Bureau (Ordinance) (Y-4; Saltzman absent)	188855
*245	Authorize a grant agreement with The Vanport Mosaic in an amount not to exceed \$20,000 for their 2018 Vanport Mosaic Festival (Ordinance) (Y-4; Saltzman absent)	188856
Commissioner Dan Saltzman		
Bureau of Transportation		
246	Amend an Intergovernmental Agreement with Multnomah County to pay the City up to \$4.8 million for Design and Construction Services performed on the Sellwood Bridge Project (Second Reading Agenda 218; amend Contract No. 30004901) (Y-4; Saltzman absent)	188857
REGULAR AGENDA		
Office of Management and Finance		
247	Amend the Arts Education and Access Income Tax to end administrative cost limitation, place cost limitation under City Council oversight and direct the Revenue Division to work with the Arts Education and Access Fund Citizen Oversight Committee to increase the poverty level exemption (Second Reading Agenda 233; Ordinance introduced by Mayor Wheeler and Commissioners Eudaly and Fish; amend Code Section 5.73.090) (Y-4; Saltzman absent)	188859 AS AMENDED
Mayor Ted Wheeler		
248	Reappoint Claire Carder to the Portland Adjustment Committee for a term to expire March 4, 2022 (Report) 10 minutes requested Motion to accept report: Moved by Fish and seconded by Fritz. (Y-4; Saltzman absent)	CONFIRMED

<p>249</p>	<p>Appoint Anjeanette Brown, Lorena Nascimento, and Megan Van De Mark and reappoint Gregg Everhart, Brian French, Barbara Hollenbeck and Damon Schrosk to the Portland Urban Forestry Commission for terms to expire February 28, 2022 (Report) 20 minutes requested Motion to accept report: Moved by Fish and seconded by Eudaly. (Y-4; Saltzman absent)</p>	<p>CONFIRMED</p>
<p>Portland Housing Bureau</p>		
<p>250</p>	<p>Approve and terminate limited tax exemptions for properties under the Homebuyer Opportunity Limited Tax Exemption Program (Resolution) 20 minutes requested Motion to correct exhibit A to add one additional property inadvertently omitted: Moved by Wheeler and seconded by Fish. (Y-4; Saltzman absent) (Y-4; Saltzman absent)</p>	<p>37347 AS AMENDED</p>
<p>*251</p>	<p>Approve interim use of the Multiple-Unit Limited Tax Exemption Program to capture opportunities for affordable housing in housing developments not subject to Inclusionary Housing and amend Administrative Rules (Ordinance; replace HOU-3.02) 20 minutes requested Motion to add directive a(4) “Only Pre-IH Developments with an estimated first year of foregone revenue of \$500,000 or less will be approved”; and add the following sentence to Exhibit A, III(A)(1) “Only Vested Projects with an estimated first year of foregone revenue of \$500,000 or less are eligible for an exemption.”: Moved by Wheeler and seconded by Fish. (Y-4; Saltzman absent) Motion to remove emergency clause: Moved by Fish and seconded by Fritz. Motion withdrawn.</p>	<p>CONTINUED TO MARCH 21, 2018 AS AMENDED AT 9:30 AM</p>
<p>*252</p>	<p>Authorize a Settlement and Mutual Release of Claims Agreement with Yoonhwa Cho, C&O Co., LLC in an amount not to exceed \$111,466 in return for the early termination of a commercial lease and satisfaction of Housing Bureau statutory requirements on certain real property located at 5020 N Interstate Ave (Ordinance) 20 minutes requested (Y-4; Saltzman absent)</p>	<p>188860</p>
<p>Commissioner Dan Saltzman</p>		
<p>Bureau of Transportation</p>		
<p>*253</p>	<p>Amend contract with Oregon Department of Transportation for the NE Columbia Blvd at OR 99E/MLK Jr Blvd project (Ordinance; amend Contract No. 30005854) (Y-4; Saltzman absent)</p>	<p>188862</p>
<p>254</p>	<p>Vacate portions of NE Weidler St and NE Halsey St subject to certain conditions and reservations (Hearing; Ordinance; VAC-10118)</p>	<p>RESCHEDULED TO APRIL 4, 2018 AT 9:30 AM</p>
<p>255</p>	<p>Vacate a portion of NE Marx St between NE 109th Ave and NE 112th Ave subject to certain conditions and reservations (Second Reading Agenda 221; VAC-10114) (Y-4; Saltzman absent)</p>	<p>188861</p>

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<p>256 Create a local improvement district to construct street, sidewalk, stormwater and sanitary sewer improvements in the NE 57th Ave and Killingsworth St Local Improvement District (Second Reading Agenda 224; Ordinance; C-10061)</p>	<p>RESCHEDULED TO MARCH 21, 2018 AT 10:30 AM TIME CERTAIN</p>
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At 12:50 p.m., Council recessed.

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A RECESSED MEETING OF THE COUNCIL OF THE CITY OF PORTLAND, OREGON WAS HELD THIS **15TH DAY OF MARCH, 2018** AT 2:00 P.M.

THOSE PRESENT WERE: Mayor Wheeler, Presiding; Commissioners Eudaly, Fish, Fritz and Saltzman, 5.

OFFICERS IN ATTENDANCE: Karla Moore-Love, Clerk of the Council; Denis Vannier, Senior Deputy City Attorney; Linly Rees, Chief Deputy City Attorney at 5:08 p.m.; and Nicholas Livingston and John Paolazzi, Sergeants at Arms.

		Disposition:
258	TIME CERTAIN: 2:00 PM – Accept the 2018 Washington Park Master Plan Update as a guide for future use and development of the park (Resolution introduced by Commissioner Fritz) 2 hours requested Motion to accept amendments to the Plan in Parks Bureau memo dated 3/15/18: Moved by Fritz and seconded by Eudaly. (Y-5) (Y-5)	37348 AS AMENDED
259-262	TIME CERTAIN: 4:00 PM – Central City 2035 Plan. Central City 2035 Plan items originally scheduled for March 15th are CONTINUED TO MARCH 22ND at 2:00 p.m. They were not discussed on March 15th. For more information see project website www.portlandoregon.gov/bps/cc2035	
259	Adopt the Central City 2035 Plan Volume 2A, Part 3, Environmental and Scenic: amend the Portland Zoning Map and Portland Zoning Codes for Environmental Overlay Zones and Scenic Resource Zones (Previous Agenda 228; Ordinance introduced by Mayor Wheeler; amend Code Chapters 33.430 and 480)	CONTINUED TO MARCH 22, 2018 AT 2:00 PM TIME CERTAIN
260	Adopt the Central City 2035 Plan; amend the Comprehensive Plan, Comprehensive Plan Map, Transportation System Plan, Willamette Greenway Plan, Willamette River Greenway Inventory, Scenic Resources Protection Plan, Zoning Map and Title 33; repeal and replace prior Central City plans and documents (Previous Agenda 229; Ordinance introduced by Mayor Wheeler)	CONTINUED TO MARCH 22, 2018 AT 2:00 PM TIME CERTAIN
261	Adopt the Central City 2035 Plan Action Charts, Performance Targets and Urban Design Diagrams (Previous Agenda 230; Resolution introduced by Mayor Wheeler)	CONTINUED TO MARCH 22, 2018 AT 2:00 PM TIME CERTAIN
262	Adopt the Central City 2035 Plan Green Loop Concept Report (Previous Agenda 231; Resolution introduced by Mayor Wheeler)	CONTINUED TO MARCH 22, 2018 AT 2:00 PM TIME CERTAIN

At 5:14 p.m., Council adjourned.

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MARY HULL CABALLERO
Auditor of the City of Portland

A handwritten signature in blue ink, appearing to read "Kull", positioned below the printed name and title of the Auditor.

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.

March 14, 2018 9:30am

Wheeler: Good morning everybody, this is the Wednesday, March 14, 2018 meeting of the Portland city council. Commissioner Eudaly is unable to attend today's meeting, her failure to participate in today's council session would jeopardize the public interest, health, safety or welfare. Therefore, unless there's an objection by any member of the council, commissioner Eudaly will participate by teleconference. Are there any objections? Hearing none, please ask commissioner Eudaly to participate by teleconference.

Moore-Love: Commissioner Eudaly are you there?

Eudaly: Yes I am.

Wheeler: Please call the roll.

Fritz: Here **Fish:** **Saltzman:** **Eudaly:** Here **Wheeler:** Here

Wheeler: Folks just a little bit of housekeeping this morning, we are going to get through communications, I'm going to call a recess at 9:50 a.m. until 10:30 a.m. a number of commissioners have been asked to join our young people at their respective schools as they highlight the importance of safety in their schools. I have chosen to participate and I believe a number of my colleagues have chosen to participate we will reconvene at 10:30 and at 10:30 we will take up the consent agenda. We will take up the appointment on the time certain agenda at 9:45, followed by the USS Portland commissioning committee presentation and we have notified those folks there will be this delay. I had said yesterday I would recess the city council for 17 minutes in observation and support of the students in their demonstrations. Subsequently, we were invited to actually stand with the students. I was asked to stand with the students at Lincoln high school and I think there's no better way to demonstrate my support for their efforts than by being there in person and a number of my colleagues are doing the same. Commissioner Fritz.

Fritz: I will be at saint Mary's.

Wheeler: Very good. Commissioner Fritz will be at saint Mary's. I will be at Lincoln. So with that, Karla, could you please call the first communications?

Robert Taylor, Chief Deputy City Attorney: Would you like me to read the statement?

Fritz: Could we do that maybe later after communications? When we reconvene.

Wheeler: Lets di it at 10:30, I think we're good for now. Please call the first communications item.

Item 236.

Wheeler: Next item, please.

Item 237.

Wheeler: Come on up. Three minutes. It will blink red when your time is up. Please finish at three minutes. If you could state your name for the record, we do not need to know your address. Please let me know if you are a lobbyist or representing an organization.

Louanne Moldovan: I'm Louanne Moldovan I'm just a civilian. Good morning, mayor wheeler, commissioners Fritz and Eudaly. Once upon a time an ever-growing metropolis, there lived a hard-working middle-aged woman named Francis married for three decades to her beloved William both were devastated by diagnoses of early onset of Alzheimer's. Critical lifestyle adjustments were made and revised accordingly as the disease escalated further. One day will hopped on his bicycle for a trek to their nearby marketplace. Ever

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watchful, Francis fretted as his return home was delayed and her anxiety mounted when she could not reach him on his cell phone. Francis called the police. An officer arrived promptly and while she was taking notes Will called to say he was at 7-eleven, approximately 12 miles away. The police officer instructed will to stay put, that help would arrive shortly. As the officers vehicle was a sedan, she reached out to the appropriate precinct and requested an officer retrieve Will with an SUV. Within minutes, a policeman arrived, loaded will's bike and will in to his vehicle and transported both safely home. They lived well, not exactly happily ever after. This is not a fairy tale. This is an anecdotal example of how our under staffed, overworked police bureau overcomes the odds for the sake of serving their mission. I, like most people, fear and detest the police when sirens shriek behind me and think was I speeding? Damn I was speeding, did he notice, damn he noticed a rather too common occurrence in my life. When the police appear at my house, case the place and assure me it is safe after I returned home late one night to find my door ajar or when I witness them with much care a patience handling a woman in a cafe with a severe mental breakdown. When I enjoy their friendly supportive attitude at last year's women's march. When a friend tells me on night a cop stopped him because he was driving a vw bus with one headlight, no taillights, no tags, no driver's license and a bag of weed on the seat. The cop started laughing, told him to go home and fix that, excuse my language, shit asap or when a police officer comes on an abandoned van, searches for the owner and through his friends finds a homeless man in a vacant building with his dogs, takes him to the van, helps him to walk the dogs for several blocks then returns another day to follow up and make sure the man is okay and the dogs were okay. When police commit acts courage of kindness then gee I'm bursting with gratitude. The police are accustomed to our fluctuating attitudes. They are dedicated to policing exceptionally, to connecting compassionately, to defending ferociously, building relationships and trust, engaging with community and acting or working proactively takes time and energy and money. Help them help us. Increase the budget for the Portland police. Thank you.

Wheeler: Thank you for your testimony. We appreciate it. Next person, please.

Item 238.

Wheeler: Good morning sir.

Joel Seim: Good morning mayor, commissioners. Joel seim just a citizen of Portland. Listening to my thing is listening to emergency broadcast communications. I became aware they do not use the nato phonetic alphabet and vocal transmissions of information when they need to spell it out. Everybody is using their own version of a phonetic alphabet, but this is used by the military and aircraft pilots and professional people. What astounds me is when two people are talking, when they spell it out phonetically, I have to think of the definition of a word that uses military standard, both people are on the same page and when they are not, what happens is there's a frustration buildup. They are working hard enough as it is. I'm amazed that none of the emergency agencies around here use it. You talk about times of crisis and stuff, but you have to communicate with a military agency, they all use this. You start to do phonetics and you are not on the same page. There's a lot of frustration and not time to bring people up to speed and I feel -- I find it astounding that nobody's ever brought this up before. That's why I'm here. You have to look in to it. It is a top-down decision policy. It's really easy to learn and use. I could do it anybody could do it. That's why I'm here. I just find it through all of this infrastructure and everything dealing with all of the stuff over the years nobody's ever brought this up. That's all I have to say.

Wheeler: Thank you, Joel. Commissioner Fritz

Fritz: Just to clarify for folks at home thank you for giving us the full alphabet.

Seim: That is it.

Fritz: You're supposed to say V as in Victor and B as in Bravo.

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Seim: If I was communicating they would say and, nick, David, yellow. Which should be alpha, November, delta, yankee. It just rolls out, it is a mental thing. Amazed over the years nobody has brought it up.

Fritz: Thank you for doing so.

Seim: That's all I have to say.

Wheeler: Thank you for your testimony. Appreciate it. See you soon. Next individual, please, Karla

Item 239.

Wheeler: Good morning.

Valerie

Ilustre: Good morning. Valerie illustre and I'm addressing the two people who responded to my e-mail immediately, thank you very much, it is a privilege to address the entire council. I'm going to devote one of my minutes to the students. I'm going to be very quick. Wood smog in city limits is an issue that's time has come. I sent you information on the toxic wood smoke and there is no question scientifically wood smoke is maybe the most toxic pollutant in our air. It is difficult to ask people to give up something that is traditional and something they enjoy for the good of the whole, but burning wood in your fireplace at home or that wood stove really is very dangerous for your neighbors and for yourself. Within the home, where you are burning, you immediately have a toxic environment. In fact, I would think that ohsu and others would agree if you were heating your home with wood fires that's actually probably child abuse if you have children. That's how toxic it is and of course we don't want to go there, but in general, I think, that a program of public education would be persuasive. Here in Portland, you have a tradition of being ahead of these issues and progressive decisions. For example, with your tenant relocation allowance, when people are priced out of housing, you immediately gave dignity to renters, and you gave them a sense of security. If the city would go further than the Multnomah alert system, which really is unenforceable and doesn't work because by the time there's a red alert sounded for the red alert indicated for pollution people have been toxified and in fact many won't want to believe or it or obey it. A city ban would be enforceable, in the same way any observation violation is enforceable by city police and I think that people would not burn -- I think they would be willing to, in a few years, phase out fireplaces and not sell homes that have wood-burning fireplaces. I think over time you could get full public cooperation. Thank you.

Wheeler: I appreciated the report that you sent us as commissioners. I found it informative. Thank you for that.

Fritz: Thank you. I want to mention I did look in to this when I was in charge of the bureau development services. At that time we decided that Multnomah county was the better entity to do this partly because smoke doesn't respect city boundaries. So they commissioner Sharon Meieran and commissioner Vega-Pederson are working on the issue and have recently enacted an ordinance. I don't know your opinion on that ordinance, but that's the way we have chosen to go.

Ilustre: I hope you will look at what other cities are doing because I think there's new thinking on it.

Fritz: Thank you.

Wheeler: Thank you. Karla, last individual, please.

Item 240.

Wheeler: Is Mr. Banks here? We do not have Mr. Banks. There is one more item I'd like to take care of and Valerie hinted at this. Before we recess until 10:30 a.m. this morning, could we all observe a minute of silence in memory of all of those at Florida's Marjorie Stoneman Douglas high school in parkland, Florida? [silence]

Wheeler: Thank you. We are in recess until 10:30.

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At 9:50 a.m. council recessed.

At 10:34 p.m. council reconvened.

Wheeler: We are back in session. Thank you, everybody, for your patience. It is very much appreciated. Item number 241, please.

Robert Taylor, Chief Deputy City Attorney: Mr. Mayor, would you like me to read this statement?

Wheeler: Yes, thank you for reminding me.

Taylor: Welcome to the Portland city council. The city council represents all Portlanders and meets to do city business. The presiding officer preserves order and decorum during city council meetings, so everyone can feel welcome, comfortable, respected and safe. To participating in council meetings, you may sign up in advance with the council clerk's office for communications to briefly speak about any subject. You may also sign up for public testimony on resolutions or the first readings of ordinances. Your testimony should address the matter being considered at the time. When testifying, please state your name for the record. Your address is not necessary. Please disclose if you are a lobbyist, if you're representing an organization, please identify it. The presiding officer determines the length of testimony. Individuals generally have three minutes to testify, unless otherwise stated. When you have 30 seconds left, the yellow light goes on. When your time is done, a red light goes on. If you were in the audience and would like to show your support for something that is said, please feel free to do a thumbs up. If you want to express that you do not support something, please feel free to do a thumbs down. Disruptive conduct, such as shouting or interrupting testimony or council deliberations will not be allowed. If there are disruptions, a warning will be given that further disruption may result in the person being ejected for the remainder of the meeting. After being ejected, a person who fails to leave the meeting is subject to arrest for trespass. Thank you for helping your fellow Portlanders feel welcome, comfortable, respected and safe.

Wheeler: Thank you, Robert. Item number 241, please.

Item 241.

Wheeler: Director Severe. Good morning. Thank you for your patience.

Constantine Severe, Director, Independent Police Review: Good morning, Mr. Mayor, members of the council. It is my pleasure, well let me introduce myself. Constantine Severe director of the city of Portland's independent police review. It is my pleasure this morning to present to you Hillary Houck for your appointment to the citizen review committee. Ms. Houck has spent her career of providing help and services to community members who need a hand up. One of the most important part of the citizen review committee is particularly service on the crc is having experience with the diversity of folks in the city. One of our issues historically at the citizen review committee is not having a lot of diversity of experience with those around us in our community. One of the things we have tried to do with our recruitment is provide applicants that council can appoint to the crc who have that experience and Ms. Houck and her professional career which you have in front of you speaks to 1. The quality of applicants we have been fortunate to have and it is a huge ask that the city makes to community members like Ms. Houck who is so distinguished in her career to be able to serve on the crc, which is an important task and honestly a difficult task because you hear about issues that, you know often might not make the news but are very important to the lives of the community members who bring appeals of misconduct cases to the citizen review committee. And frankly, as somebody who lives in the city of Portland with need folks like Ms. Houck who will listen with an open ear to the concerns of both community members and police officers. I believe she's ready to talk briefly about her background.

Wheeler: Great.

Severe: If you would like.

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Wheeler: You bet. Thanks. Good morning.

Hillary Houck: Good morning thank you for the opportunity. I just want to say I'm interested in this to be a part of the accountability process for the police bureau and to work on policy reform as it comes up. If you have specific questions about my background, let me know.

Wheeler: Your background looks fascinating. Looks like you have lived all over the world. I'm impressed with your work, particularly around poverty and housing and stability and homelessness. That's obviously front and center here in the city. How do you think you can bring those skills to bear as a member of the crc? What do you hope to accomplish? What perspective do you hope to provide?

Houck: I have worked in the field of homeless and houseless services for 13 years. I think that is a perspective that is largely left out of the main conversation because when you are homeless or houseless you don't have the bandwidth necessarily to participate and you are not necessarily believed. So I think having that experience will bring the voices front and center.

Wheeler: Very good. As you know, I happen to be the police commissioner, in addition to mayor, as luck would have it. There are a lot of issues with homelessness and making sure we are acting appropriately and accountably and I think the crc does a great job holding our feet to the fire to make sure that we do. So I think that is a useful experience to bring to the commission at this time.

Houck: I appreciate that.

Wheeler: Commissioner Fritz?

Fritz: Thank you for being willing to serve and being here today. I appreciate the transparency in your application where the question was describe any relationships or experiences that could create the appearance of positive or negative perceptions for or against the police and your response was I support anti-white supremacy causes publicly on social media while I do not believe that is anti-police suddenly align the two I thought it was insightful. Have you thought about how your social media use may or may not change if you are appointed as a city body?

Houck: Yes, I have thought about it. I don't think I will change my politics, but I might not share as much if it is looked at more closely.

Fritz: I'm certain you'll have a training on those kinds of things, but it is something that when I was a volunteer it's more of a step than you might realize to suddenly be potentially considered a spokesperson for the city even if you are doing your private stuff. Thank you for the transparency.

Houck: Thank you.

Wheeler: Any public testimony on this item?

Moore-Love: Yes, one person signed up Dan Handelman.

Wheeler: Mr. Handelman. Good morning.

Dan Handelman: Good morning, mayor wheeler and commissioners Fritz and Eudaly. I'm Dan Handelman with Portland cop watch we do not have a particular concerns about the nominee for the citizen committee. We are actually excited about the discussion that you were having about ms. Houcks background is in the field of housing and houselessness. That has been something that has been lacking on the citizen's review committee for a long time we have been bringing it up at city council inductions of crc members for a while, so this is a good step forward. Ms. Houck is replacing Marisea Rivera who resigned in December. Roberto Rivera who's not related to her announced his resignation at the crc meeting last week so he too will need to be replaced soon. We hope his replacement will be a retired person over the age of 60 since none of the ten current members of the crc are over the age of 57 and I did make a mistake last time I testified about that, there's one member who's either 56 or 57 at this point. Ms. Houck is in her 30s. So they have the

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people who are retired have more time to commit to hearing the appeals, but also to the work groups that are such important issues to the community. I don't know if you saw this we didn't send it directly to council members but we filed a complaint because last time we were here when we went to the auditor's office to try to watch the induction or the swearing in of the new crc members a staff person from ipr shut the door in my face. The auditor responding to our concerns said that was a security issue and it wasn't a public part of the office and what we responded is if we are supposed to enter through another door, you could have told us to enter through another door instead of shutting the door in our face. I'm hoping there's more transparency in general in the future at ipr and crc. Also I meant to show you this, we have tracked every citizen review committee member who's been on this board since it was created in late 2001. 66 different people have served on the committee 35 have resigned, so there's a lot of turnover in this committee and now it is a three-year commitment, so I am hoping we see people see their way through the terms. It used to be that people were appointed to fill the end of the other person's term and now the person that gets appointed gets appointed for the full three years. So, there's a lot of staggering that can be good for continuity but can make a lot of confusion. Crc also used to be contained in the quarterly and annual reports from ipr and they are not, Portland cop watch is the only consistent coverage of this very important body. I want to mention the woman shot by the Portland police last week was the first women shot by the police since 2003. Maybe we can think of moments of silence for the people who are victims of police shootings and for the people who are in the seven countries where the u.s. is currently at war, Iraq, Afghanistan, Syria, Yemen, Somalia, Libya and Pakistan, our parent group peace and justice at work sent you comments about the next item you are going to hear about the war ship dedicated next month that we hope will spend money on human needs and not war.

Wheeler: Thank you. Commissioner Fritz?

Fritz: Mr. Handelman there's some debate whether we are allowed to consider age in appointing committee, I just wanted to bring that up to you. That there is concern about discrimination as well as affirmative action. That is something to be aware of.

Handelman: But the city code requires it reflect the diversity of the city of Portland and if there is no one over 57 that does not reflect diversity in the city of Portland. So it is a violation of the code if they don't start appointing people older.

Fritz: I'm just saying there are challenges in relation to the federal and state law as well as the city code.

Wheeler: Dan has put the challenge out. We are looking for people who are interested in serving on this body. We are age-friendly city so people of all ages, but he has called out what he beliefs to be a gap and that is now out there. Thank you, sir.

Handelman: Thank you.

Wheeler: Please call the roll.

Fritz: Thank you very much for your willingness to serve, thank you for being here for the delay in getting you on stage. Thank you.

Eudaly: Thank you, aye.

Wheeler: Aye, the resolution is adopted the appointments approved. Thank you for your service we are delighted to have you, thank you. Next item 242.

Item 242.

Wheeler: Colleagues, I'd like to welcome Gary Piercy the chair of the "uss Portland" commissioning committee and Nolan Johnson the public relations person for the uss Portland commissioning committee, Gary and Nolan are here today to show us a presentation on the "uss Portland" that will be commissioned in Portland Oregon on April 21st. Portland is honored to have been selected to be a home for the "uss Portland."

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without further adieu, I'd like to welcome Gary and Nolan and at the end, I am to read a proclamation. Good morning, sirs.

Gary Piercy: Good morning. Thank you for allowing us to update the city council on the commission of the USS Portland. We were here a couple of years ago. I'm Gary Piercy chairman of the commissioning committee and this is Nolan Johnson our publicity chairman and committee member. We have done a lot of things over the last couple of years. We want to update you on what's happening and what's going to happen about four weeks from now the ship will be arriving five weeks, it will be here a week and at the end of the week we will have the commissioning. I want to update you on what that is all about because you will be receiving invitations to the activities but I want to give you a preview on what we will be doing. Nolan will start the presentation and I will join in later.

Nolan Johnson: We'll go to the first slide. The first slide will walk us through the who, what, where, when and why of the commissioning event. The USS Portland will be arriving in Portland April 14th and staying through the 22nd with the official commissioning on April 21st, Saturday. It will take place at terminal two in the port of Portland and it will be an event at which we will have least 5,000 attendees including navy officials and local and regional government dignitaries. It should be a grand event for the city of Portland. The USS Portland is the first navy vessel named exclusively for our fair city, so this makes for a big deal for us. Now this next slide shows a photo of the USS Portland and I have to admit, I'm a boat guy, I grew up with boats and there's something really fantastic about this photo. You can see the wake behind the boat is curving out pretty fancy "s" pattern it may as well be a zoo bomber coming down from skyline boulevard on a Saturday night or German town road there is a lot of action going on there. Let me put this ship in perspective for you. She is 684 feet long. If you stood her vertically in downtown Portland next to the Wells Fargo building she would be 135 feet taller. She's large. She's pretty impressive. Now, besides what she can do in water as a vessel, she has a very important mission. Her primary mission is to house, transport, deliver supply and retrieve marines from any sort of area where that needs to happen. That's her primary military function. She will have a 40-year life in service of this navy and in that role, most of her work will be done in a more humanitarian way. The schematic of the ship shows how she is built out, you'll see she has a flight deck on top with aircraft. She has what they call a well deck, which will flood allowing boats to go in and out. In the middle you will see a fleet of trucks on board. That allows her to supply land-based supply and provisioning in a variety of roles. Gary, thanks. Another shot of what the well deck will look like with water in it with boats in and out. The next shot. Primarily her role is humanitarian, when it comes down to what she does over her 40 years most of the missions will be search and rescue, first responder-type stuff. In fact, during the hurricane season last fall, it was sister ships for the Portland that were stationed off of Houston and Miami right after the hurricanes. Hospital facilities on board for emergency care. Of course the well deck can be used for housing evacuees and creating a safe place, along with the ability to provide supplies in emergency situations and humanitarian causes. With that sort of a role for the USS Portland, I frankly, personally can't imagine a more appropriate ship to be named after Portland, Oregon. The christening taking place on Saturday, 21st of April -- I'm sorry, I said christening, commissioning taking place on the 21st of April, should be a very big event.

Fritz: The difference between the two things is she already named and now she's going to be put into service, is that correct?

Johnson: That is exactly right. At the christening she was named, as a commissioning, as soon as the commissioning is completed she becomes battle ready, mission ready. She can be sent to respond to a situation at anytime. So commissioning activities, the committee has been very active prior to this for the past couple of years, as Gary mentioned. The week of the commissioning from the 14th to the 21st will include activities,

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tours and social events, including recreational activities for the crew out amongst the city, as well. It is an honor to have a ship from the u.s. Navy named after our city, especially a ship with this type of a role.

Piercy: If we are lucky, we can get -- let's see if I can click on it. We will see. It may or may not open. There is supposed to be video here. It doesn't seem to be working. So we will skip over. Okay. Click on the video. No, still not working. The ship's model is first responders brave and determined. This ship will have many occasions where she is called to assist in emergencies throughout the world, we can be proud and gratified when we hear the "uss Portland" has used her helicopters to transport doctors when bridges are down, or provide medical assistance for injured people in earthquakes, or even assisting third-world countries with medical aid. She will be a ship at the scene of action. In the ship's crest there are many icons that represent our city and history of previous ships with ships with this name. The model is part of the crest along with the rose representing the rose city as well as Portlandia's triton. The gear on the anchor represents the city's ship building construction during world war I and world war II. The 16 stars represent the 16 battles that the world war II "uss Portland" participated in. The swords are swords from both the navy and marine officer and senior enlisted who will be aboard the ship. So what has the commissioning committee done over the last three or four years? Of course the main event is the commissioning itself Saturday morning, April 21st. We are expecting 6,000 invited guests. At one time we said 5,000. We made a mistake and forgot the relatives of the crew that will add 1200 or so. They have to have a lot of chairs for people to sit in down there it will be a big audience

Fritz: Are any of the tickets available to the public?

Piercy: Sorry.

Fritz: Are any of the tickets available to the general public?

Piercy: All of them are available, its first come first serve and unfortunately because of the response we had to cut it off almost a month ago. Every day I get people who can't believe the sad stories, we make a few exceptions once in a while, but it filled up very fast. The interesting part is the ship will be here all week and will be holding public open houses sometimes. So we say if you want to see the ship you will be able to tour in the afternoons later.

Fritz: Thank you.

Piercy: Unfortunately, as I mentioned it was first come first served basis. The event will be attended by many senior navy, marine admirals and generals, as well as our federal, state and local politicians and of course mayor wheeler will be representing the city on the platform during the commissioning. The night before the commissioning, we will be holding a dinner allowing various groups to honor the ship and crew with thanks and congratulations. We have scheduled a presentation of a gift from our city to the ship. This is a surprise. So no one is allowed to tell anyone from the ship what it will be. It turns out that captain hill was interested in seeing and taking pictures of Portlandia when he was here last year. We have contacted ray casting --

Fritz: You are not going to tell people.

Piercy: I'm sorry.

Fritz: This proceeding is broadcast.

Piercy: Shh.

Johnson: I think its going to be an open secret.

Piercy: No one from the navy, no one from san Diego will hear this.

Fritz: You'll be really surprised who watches this tv show, I am very surprised always.

Piercy: Uh oh.

Wheeler: We're the number one ranked television program in city hall right now.

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Piercy: Very quiet secret. The sculpture was very generous he allowed us to purchase the last small statue of Portlandia. It was number 500 of the series of 500. We lucked out there. It will be presented by whoever will be representing the city to the ship on Friday evening and it will be a permanent part of the ship in their award room. Then on Thursday evening, we will be providing an on-board dinner for the crew and their families. This will be accompanied by a western band it should be a lot of fun they are them. The night before the ships arrives she will stop and in Astoria and in conjunction with the elk's club we will provide a welcome reception for the crew down there. Then after the ship arrives at 4:00 p.m. here on Saturday the next day she will be here for the whole week, during this time we have planned various events around town for the crew and families. Many activities will be provided free, we have contacted the zoo and the Oregon historic society and OMSI places like that and they are offering free admission for the crew and their families. The Portland spirit for example is offering free admission for many of the crew for the sightseeing and their Saturday night dances, too. We are coordinating with various charity events for the crew to take part in, as well as in various interest groups that will be touring the ship. We expect the ship to have other opportunities for the public to tour also, as I mentioned. The commissioning committee has done this and more without any city funding or tax money at all, except the other day we did receive \$1,000 to help to pay for the gift, I understand. To put on a traditional reception dinners and events we raised \$250,000 in cash and in kind donations. This pays for such things as the wooden planks for all of the crew and they are called plank owners. This is a traditional gift the first crew on a new ship gets, and hails from the old wooden ship days when the first crew got wood left over from the ship's construction and carved their names in it. This is one that would be presented to each of the crew. This is a partial list of over 100 donors, both companies and individuals. When we started out, we were looking for a sugar daddy or someone with a lot of money to get us all at once and take care of all of our finances. We never found this person, corporation, or person. The amazing part is we had over 100 donors, a lot of small donations and companies have come through with the donations, too. So we have been pleased that we are able to pay for all of the traditional activities that normally happen and probably have some money left over to help the crew with welfare and recreational fund later. So, how can the city welcome the ship? It may be appropriate to have some sort of formal event to welcome the crew and possibly read the city's proclamation at some point in time. I understand we may hear something later today on that. Since captain hill is very receptive to a long term relationship with the city he's inviting city council and the staff to visit the ship while here in Portland. There's a great chance for you to meet not only him but the men and women serving in today's navy. Other welcome activities include, sorry they don't charge the phone. Sorry. Shoot. Welcoming activities include port of Portland display a beautiful model of the ship in the ticket lobby, they've done this for the last few months. They will be displaying a welcoming banner in the lobby and they will be broadcasting on their neon signs welcoming for the sailors to the ship. Trimet is doubling the service on route 16 down to the terminal 2 area and they will run the buses later in the evening also. They also arrange to have a billboard put up across the street from the terminal that says welcome uss Portland, so there's a number of things going on, the community is supporting this. We ask for your participation at various activities from riding the ship from Astoria to dinners and receptions. These are fun events where you get to interact with the sailors and the senior visiting vips is important to our city and now is the time to make this Portland ship by telling all Portlanders this is a special occasion and we're all proud of it. Let's make this a grand event, a grand commissioning. Thanks. I'm ready to answer any questions you may have.

Wheeler: Very good. Colleagues?

Eudaly: Where will the ship be docked when it's not in service.

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Piercy: Terminal 2. As someone said, it's the best site they have ever seen for a commission of this ship because it's about 53 acres of open space. Unfortunately it's the port property that isn't being used. There should be a lot of containers and things like that there, but this isn't being used, it's a great place to have the commissioning. The parking will be right next to the audience down there. So it's a wonderful site for it. We'll have the commissioning itself after the commissioning there will be tours of the ship and there will be reception for most of the people that are attending will be providing that. So it should be a fun day.

Johnson: We should clarify our home port will be San Diego, California.

Eudaly: That's what I was asking. Okay, thank you.

Wheeler: Any other questions? So that the end of your presentation?

Piercy: Yes.

Wheeler: It's my honor to read a proclamation now. In honor of the USS Portland. Whereas the United States Navy is naming a new ship after an Oregon city exclusively for the first time; And whereas our city is proud and honored to have the navy and our nation recognize Portland with such a ship; Whereas Portland was founded as a riverport connected to the sea over 150 years ago and is still a major maritime port; Whereas Portland area shipyards and industry made significant contributions to winning both World War I and World War II with navy ship construction which contributed to population growth in the area; Whereas the USS Portland is a very versatile ship and will be used in both military and humanitarian roles to protect our nation's interests and to provide aid during emergencies such as earthquakes, tsunamis, hurricanes, or other disasters; Whereas the new USS Portland LPD-27 is a force for peace and will carry our city's name throughout the world. Now therefore I, Ted Wheeler, Mayor of the City of Portland, Oregon, the City of Roses, do hereby proclaim April 21, 2018, to be USS Portland Day in Portland and encourage all residents to observe this day.

Johnson: Thank you.

Wheeler: Thank you. I understand we have a number of members of the commissioning community here as well.

Piercy: Yes.

Wheeler: Why don't we give you the proclamation and we can take a photo with the city council right here in front. If the other members of the commissioning committee would like to participate in the photo, that would be great.

Wheeler: Karla have any items been pulled from the consent agenda?

Moore-Love: I have had no requests.

Wheeler: Is commissioner Eudaly in the chamber? Did I just lose commissioner Eudaly?

Fish: Mayor can I report to you that I had the pleasure of joining the superintendent and some school board members at Roosevelt High School, and the student organized event included speeches on the history and law around the second amendment, and I asked if those speeches could be posted in some place where we could retweet them.

Representative Lou Frederick was standing next to me misting up the entire time and we both had the same observation which is no wonder we win the national we the people competition so regularly. These students are so well-versed in civics and we're making very powerful arguments about what a well-regulated militia actually means and why we got to get it right. So it was very inspiring.

Wheeler: That would have been interesting to see. I had the privilege of going to Lincoln High School and the students there honored 17 minutes of silence, one for every individual who was killed in Parkland, and they had set up 17 school desks with the names of each of the victims and then they put notes and photos in a container that they made on their own that they are going to actually send to the school in Parkland, which I thought was a great gesture. I have never seen so many kids. Hundreds of kids, young adults, together on the

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field and you could hear a pin drop. It was a very, very powerful and moving moment.

Fritz: I was at St. Mary's the students filed out in complete silence. They tolled the bell and after each tolling read the names of each student and staff who died and again went back in in complete silence. Women have not always been silenced nor should we, but when these young women choose to be silent it made a very powerful statement.

Wheeler: The young people of this city did us all proud today. Karla, please call the roll on the consent agenda.

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

Wheeler: Aye, the consent agenda is adopted. Next item is item 243.

Item 243.

Wheeler: Commissioner Eudaly.

Eudaly: Thank you, mayor. I would like to welcome our presenters on this subject. By way of background my understanding is this came up as an issue after bargaining had taken place for the latest district council trade unions contract, and that contract was ratified. It became clear that some of the people at bds, staff, were not going to receive wages that others in different classifications had received. There were several inspectors that didn't receive a raise. The staff in similar positions received. I'm pleased to say when the bds leadership team realized what had happened that it was management that pointed out the mistake to h.r. and afscme representatives. Director Rebecca Esau quickly tried to come to the table with a solution and I want to thank everyone for working together on this issue. We have Elshad Hajiyev the senior business operations manager from bds here to present with this item, and I'm sorry Jerrell I have seen you so many times, but I didn't have it written down. Welcome.

Jerrell Gaddis, Bureau of Human Resources: Thank you.

Elshad Hajiyev, Bureau of Development Services: Elshad Hajiyev, senior business operations manager for the bureau of development services. Thank you, commissioner Eudaly, for the introduction. Since that disparity was realized by the bureau, we worked with bhr, and with afscme to fix it and this will create a more equitable compensation for inspector classifications and bureau of development services. To give you a little bit of background, most of the inspector classifications in the bureau of development services, the pay scales are at parity. Meaning lets say plumbing inspectors and electrical inspectors and building inspectors, the pay scales are basically the same. What happened during the labor contract negotiations is that combination inspectors, electrical and plumbing that are represented by different union, received 5% increase and then the building inspector, sidewalk inspector series and housing inspector got only three. So we have been working with bhr, working with afscme, to make sure the compensation levels are the same and that parity continues in the future. The other reason why we're here is because we are trying to attract qualified candidates to our bureau and having that disparity actually prevents us from hiring qualified candidates. So this ordinance will provide equitable compensation for all of the inspector classifications at the bureau of development services. If you have any questions.

Wheeler: Colleagues, any questions? Very good. Any public testimony on this item?

Moore-Love: No one signed up.

Wheeler: Please call the roll.

Fritz: Thank you for your work. Aye.

Fish: Aye. **Eudaly:** Aye.

Wheeler: Aye. The ordinance is adopted. Thank you for your work on this. Thank you, commissioner Eudaly. Item 247, please. This is a second reading.

Item 247.

Wheeler: Very good. This has already been read. It has had a staff presentation. There's been public testimony on this item. It's second reading. Please call the roll.

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Fritz: Quick reminder that an arts tax is due by April 15th. It's now easier to pay just go to Portland online. It's linked on the front page. I did it over the weekend. It's really easy. Aye.

Fish: I thought we had a good discussion last week. Two members of the public came and testified strongly in support of the action that has been proposed by the revenue bureau and approved by the arts oversight committee. Mayor, the one thing we sometimes omit in those conversations is we don't start by telling the good news. And the good news is thanks to the generosity of Portland taxpayers, 30,000 kids in our public schools now have arts education as part of their basic curriculum. Many of us took it for granted when we were in middle school and high school. It was part of the basic curriculum. Today that's not the case. Portland voters overwhelmingly said they were willing to tax themselves to make sure that our children got access to arts education. What we know is this is not a perfect tax and there may be additional tweaks that we need to consider to make it less regressive, but I think the proposal before us is reasonable and I vote aye.

Eudaly: Well, I want to thank commissioner Fish and staff for continuing to make sure the necessary adjustments and refinements that ensure a fair and appropriate collection structure for this fee. I also want to thank the arts oversight committee, revenue bureau director Thomas Lannom and his team for doing the good work of collecting the stacks. Aye.

Wheeler: I want to thank everybody who was engaged in the conversation and the folks who testified previously on this item and I share commissioner Fish's belief that this has been very positive in terms of the outcomes. I want to remind everybody that this was brought to city hall a number of years ago by the public. The public if they so choose could pull it back but in the mean while it is our obligation to run it as best as we can. I believe that the changes that are being made through this ordinance give us the opportunity to better manage this program and to be more accountable in the administration of this program so I strongly support the work. I vote aye. The ordinance is adopted. Next item, 248.

Item 248.

Wheeler: Commissioner Eudaly.

Eudaly: Sorry, I have lost my -- okay. This is a reappointment. Claire Carter is vice chair of the development review advisory committee and she served on the adjustment committee as well. At drac, which is short for development review advisory committee, in case anyone is wondering, she's been part of the neighborhood coalition and land use committees. She's knowledgeable about livability and environmental issues. She worked for odot for 32 years before retiring last year from her role as wetland specialist focused on water resource permitting. Claire is an avid marathon runner and the reason she's not here today as we vote to appoint her to the adjustment committee is because she is in California where she ran a marathon at Catalina island on Saturday. She tells staff at bds she is looking forward to another term on the committee and will make sure her running doesn't interfere with any meetings she needs to attend. Welcome.

Douglas Hardy, Bureau of Development Services: Thank you, commissioner Eudaly. Mayor wheeler, quickly, the adjustment committee is a citizen volunteer committee made up of seven citizens from the community. It probably is not the easiest of the committees to serve on in that they only hear appeals of land use decisions, so when they meet they are faced with typically a competing contrasting conflicting opinions from whoever may be testifying. They have to assess and evaluate what makes sense for that appeal whether to approve, deny or modify. Claire has been -- this would be her second term, obviously. She has served since 2014. It's evident she brings her past nearly 40 years of experience working basically in environmental planning to the committee and importantly bringing her public community service. She has as commissioner Eudaly indicated has served on the Maplewood neighborhood association land use committee and serves on drac since 2013.

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So we look forward to having Claire back on the committee and her term would be extended through 2022. It's a four-year term.

Wheeler: Very good. Colleagues, any further questions? I'll accept --

Fish: So moved.

Fritz: Second.

Wheeler: I have a motion from commissioner Fish, a second from commissioner Fritz. Any further discussion? Please call the roll.

Fritz: I was responsible for recruiting Ms. Carter when I was in charge of bureau of development services. I very much appreciate her service in the community and the city. I'm happy to support this for a second and final term. Aye.

Fish: We're certainly grateful to all of the residents of our city who step up to do public service. I'm pleased to vote aye.

Eudaly: Thank you, commissioner Fritz, for bringing Ms. Carter our way I'm pleased to recommend her reappointment to the committee and thank her for her continued service. Aye.

Wheeler: Great reappointment and as per everybody else I'm always appreciative when people of this caliber choose to volunteer their time. There's a lot of things they could be doing and they choose to work with us to help make the community a better place. So I appreciate it. I'm going to put out the same call that I put out last week just as a reminder to folks, we are considering putting reappointments, not first time appointments but reappointments back on to the consent agenda, and again, we will take testimony, written emails, calls from people if they have strong feelings one way or the other. I'll tell you in the last week I have had approximately zero responses to that request. So if people would like to chime in on that, please just send me an email at mayorwheeler@portlandoregon.gov. I vote aye. The appointment is approved. Next item, 249, please.

Item 249.

Wheeler: Commissioner Fritz.

Fritz: Thank you, mayor. I'm pleased to see the new prospectives that will be added to the commission with these three new appointees. Unfortunately all of them had work obligations so they weren't able to be here. I certainly appreciate them volunteering their time on this very important commission. Jenn Cairo, the city forester, is here to talk about the appointments.

Jenn Cairo, Portland Parks and Recreation: Thank you, commissioner Fritz. Good morning, mayor, commissioners. Again, I'm Jenn Cairo, the city forester and the urban forestry division manager and I bring to you today some potential appointments to the urban forestry commission. The urban forestry commission is a resident advisory body to the city forester, the director of parks and the commissioner in charges of parks, and their duties pertain to policies around urban forest management, advising us on our forest budget hearing appeals of certain types of permits and deciding those and nominating trees for the heritage tree list in the city. The commission is intended to be broadly representative of the residents of Portland, so reflecting the people that we and they serve. I'm happy to say that we will have after today if these folks are appointed all seats filled and we will have the most broadly representative forestry commission that we've had in six years. So first off, you have photographs and write-ups before you, by the way. Anjeanette brown this is one of the three new appointees is an outreach specialist for Oregon trades women and an Oregon trades women graduate herself, she has served on the leadership committee for three years in that organization and received an award for extensive volunteer work, she was an instructor for the Oregon trades women girls and young women programs. Her statement is that she recently completed a volunteer position with the community advisory committee on parks and recreation urban forestry's citywide tree

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planting strategy that's how we got to know Anjeanette and she found out about the forestry commission. She found a deep connection with her community in terms of trees and with other local tree enthusiasts and is looking forward to serving on the forestry commission with us. Lorena, the second of the new appointees, is a Brazilian forester and she's currently a ph.d student at psu in urban studies program. She has worked with environmental education, community gardens, geographic information systems and sustainable development. In brazil she's worked with indigenous communities, extension projects and research with renewable materials. Here in Portland she is a teaching assistant for environmental classes at psu, and an instructor in the Portland parks and rec sun schools program. She is interested in being on the commission to further her understanding of a metropolitan urban forestry policies and is a phd candidate at psu she's looking for further forest management knowledge she can take back to brazil with her when she eventually goes. The third of the new appointees is Megan van demark. Megan is an employee of friends of trees, she's a neighborhood tree specialist serving in Vancouver over the river and in Clark county. She contracts part of her time to the city of Vancouver urban forestry and has previously worked with us in Portland urban forestry on our street tree inventory project. She has a masters in sustainable development, a ba in journalism and women studies and she is interested in serving in the forestry commission because she's passionate about trees and the community, and she's very interested since she lives in Portland in serving her local community in terms of trees as opposed to her work which is in Washington state.

Fritz: She lives in north Portland, which is an area we didn't previously have any commissioners serving from.

Cairo: Yes. I'll point out that Anjeanette is almost from Gresham, she's from far eastern Portland and that's an area also where we have been looking for representation on the commission to bring those perspectives. Those are the three new appointees. Now I'll move to those who are being reappointed. First, Greg Everhart. Greg is a landscape architect with 25 years of experience in that field including 15 years working at Portland parks and recreation, she's long since retired from that. She volunteers as a master gardener and neighborhood tree steward as well as helping with the street tree inventory and with friends of trees planting. She also has a leadership role in the American society of landscape architects. Greg has also been very active and interested in implementation of the city's tree regulations and currently serves as the chair of the city's heritage tree committee. You have heard from Greg at least on a few occasions when she proposed new trees to be added to the heritage tree list. Moving on, Brian French is also currently a commissioner and we're looking to see him reappointed. He's a certified arborist who practices locally. He's a broad range of related certifications and specialties, especially regarding large trees and hazard tree risk assessment. He's been practicing for over 18 years locally and abroad. He often is helping out in Hong Kong in areas of Asia because of his special expertise. He's also the principal at arbor international and cofounder and president of the nonprofit ascending the giants. He volunteers with friends of trees, Hoyt arboretum and also helps coordinate the annual pacific northwest tree competition. Brian currently serves on the appeals board of the forestry commission and brings great expertise given his commercial and nonprofit background to the commission's work. Next up is Barbara Hollenbeck. Barbara Hollenbeck retired from the forest service where she managed the assistance provided by states by their urban and community forestry program for the northwest including Alaska. In addition Barbara has worked with universities, colleges, nonprofits and managed financial assistance grants, provided educational information about community tree stewardship in those states. Prior to her 20 years in that position she also had some technical and management positions regarding on the ground tree and trail management. Barbara is currently the chair of our appeals

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board and she's looking forward to continuing in that role and has provided excellent service to the commission, we're looking forward to having her, Brian and Greg continue on. So last but not least, Damon Schrosk is another potential reappointee to the commission. Damon Schrosk is the owner of treecology which is a local tree commercial tree care company. He brings years of commercial arboriculture experience and has supported tree care and stewardship activities as a volunteer for many years in many ways. Damon is a winner of the Bill Naito Community Awards which we give each spring at Arbor Day, his was in 2013 and if you recall the big tree hug event that we had at the Hoyt Arboretum a few years ago, Damon was the driving force behind that. Damon currently serves on the Appeals Board of the Forestry Commission, he looks forward to continuing in that role and he also helps out with the education outreach and heritage tree committees. That completes my presentation of the new and reappointees for your consideration. If you have any questions I'll be happy to answer them.

Wheeler: Any questions?

Fish: Just a comment. Thank you for the report you gave us. I love the fact that there's not only a bio but a photograph and that you've given us all that information that's in the record. I really appreciate you went that extra mile.

Cairo: Thank you, commissioner Fish.

Wheeler: Very good. I'll entertain a motion.

Fish: So moved.

Eudaly: Second.

Wheeler: I have a motion from commissioner Fish and second from commissioner Eudaly. Any further questions or comments?

Fish: My only question will follow commissioner Fritz's lead, but this is an extraordinarily diverse and accomplished group of people. I'm assuming it has the blessing of the commissioner chair, the entire cohort.

Fritz: Especially overseeing the selection process, so yes, sir. Thank you.

Wheeler: Please call the roll.

Fritz: Could you just I'm completely blanking the name of the commission chair who is retiring, the woman with Audubon starts with an M.

Cairo: Oh, yes. Merrill Redisch, who was executive director of Audubon for about ten years. Her final term with the forestry commission expired in February so she stepped down from the commission.

Fritz: I wanted to acknowledge I met with her on a monthly basis since I became parks commissioner. Thanks to Merrill Redisch, also to Mark Belo, who also chaired the commission. So people are stepping off and coming on as intended by our policy of term limits. I'm very excited about the latest group of folks who will engage with us as we have the difficult task of looking at the tree code, what needs to be fixed, what we can do in the interim before we fix it and a whole host of different advisory capacities that the urban forestry commission serves. Aye.

Fish: Well, we should be grateful that such an accomplished group of people are willing to step up and provide service and the annual presentation on heritage trees is one of the highlights of our calendar. So thank you for your good work. Thank you, commissioner Fritz. Aye.

Eudaly: Well, I'm crossing my fingers for another citywide tree hugging event because I feel like I really missed out and I would like to participate in that. Aye.

Wheeler: Great panel. I agree, commissioner Fritz, thank you for the presentation, the way it was laid out. I think it's excellent and helpful to the public. I vote aye. The appointments are approved. Thank you very much. Next item, item 250, resolution.

Item 250.

Wheeler: Colleagues, the Portland housing bureau administers the city's tax exemption

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programs as you're aware. The home buyer opportunities limited tax exemption program known as the holte program provides a ten-year tax exemption for low to moderate homebuyers making homeownership more attainable for families in Portland.

Homebuilders apply for the tax exemption prior to starting construction of the new homes.

The housing bureau approves builder applications through filing a resolution with the council several times a year. 54 properties are being approved for the program through this resolution. Homes with exemptions must sell below annual sales price cap to income qualified homebuyers planning to be owner occupiers of the homes. Provided these conditions are met, the exemption continues for as long as the ten-year term. When developers sell a home over the price limit or to a buyer who does not qualify or when a home is not owner occupied, the exemption is removed. Before an exemption is terminated owners have the opportunity to appeal the decision made by the city. Within this resolution, 19 properties tax exemptions are being removed. Today we have the Portland housing bureau's development incentives program manager dory Van Bockel here to answer questions. We have Shannon Callahan, housing bureau interim director here as well. First I would like to offer an amendment to add Trang Thai's property to exhibit A's the approval list. This property was inadvertently left off the original exhibit a.

Fish: Second.

Wheeler: Let me read the full motion as was described out by legal counsel. The total number of exemptions need to be updated from 53 to 54 and estimated foregone revenue from \$106,954 to \$108,972. The list needs to be updated to add number 54 with a record number of 5592-17. The property owner's name is Trang Thai the tax account number is r563350 and the property address is 8935 southeast Harney court, zip code 97266. The exemption type is a37. We have a motion from the mayor, a second from commissioner Fish. We will leave that open for the presentation and for any public testimony then we'll come back to take a vote on the amendment as well as the resolution. We'll start with Shannon. Good morning.

Shannon Callahan, Director, Portland Housing Bureau: Good morning, mayor, good morning commissioners. Shannon Callahan, the Portland housing bureau. As the mayor mentioned this is an important tool to incenting homeownership in the private market. We come to you approximately three times a year to list new homes eligible for the exemption and remove homes that are ineligible for the exemption. I am joined by dory van Bockel, our development incentives team manager, who is here to answer any specific questions you may have.

Fish: Two questions.

Wheeler: Commissioner Fish.

Fish: One is, did you receive any objections from any of the property owners whose tax abatement is being terminated?

Dory Van Bockel, Portland Housing Bureau: We did not have anyone go request an appeal. No.

Fish: Number 2, could you remind me of the history of this? Was this program previously administered by the Portland development commission?

Van Bockel: Yes, it was.

Fish: For the benefit of two colleagues that are relatively new, these tax abatement programs once upon a time were administered by the Portland development commission. There was a certain amount of controversy in the community about the level of oversight and transparency. When we created the Portland housing bureau those responsibilities came to the housing bureau which now has dedicated people that review these things, and I can remember many, many years ago Shannon you can to when you would have a room filled with people who wanted to testify or had issues. I think it's a reflection on how well this is being administered by the bureau and how transparent the process is that this has

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become a routine matter on our calendar. I want to just compliment staff for the work you're doing to administer this program.

Van Bockel: Thank use very much. Both Sharon Johnson and Marilyn hurtly do great work on the team. So thank you.

Wheeler: Very good. Any further comments or questions? Any testimony on this item?

Moore-Love: No one signed up.

Wheeler: With regard to the amendment please call the roll.

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

Wheeler: Aye. The amendment is adopted. To the main resolution, please call the roll.

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

Wheeler: Thanks to the housing bureau for your great work on this. I vote aye. The resolution is adopted as amended. Next item number 251.

Item 251.

Wheeler: Colleagues, today we're taking up a plan that addresses the projects that were in the pipeline before the inclusionary housing program was enacted. We have an affordability crisis here in the city of Portland. We have declared a housing emergency, and that's why the city of Portland enacted an inclusionary housing requirements in the first place. Today we're taking up this program for the projects that are not required to build affordable housing and I want to make sure we capture as many affordable units from that pipeline as possible. This is about getting more affordability, getting as much affordability as we can for Portlanders. I supported creation of the inclusionary housing program. I'm tracking it closely. I want to make sure that it is an effective tool as we move forward. However, there are many projects that entered the development pipeline prior to inclusionary housing. The projects total approximately 19,000 new units of housing and none are subject to inclusionary housing. My administration has struggled with this question. How do we get more affordable units into the projects that are already in the pipeline and not subject to inclusionary housing? Most importantly, how do we get those units right now instead of years from now? This is not an academic question. We're in a housing crisis and the need exists now and the public expects us to act now. The multiple unit limited tax exemption or multe is a proven tool we can use to reach back into the pipeline of housing projects. Projects that are moving through the system as we speak, projects that are going to be built and make sure that some of those units become affordable units. Not doing anything means that all of the units will be brought on to the market at prevailing market rate. Not doing anything means we lose an opportunity to ensure that we're taking the housing crisis seriously. With the ordinance before you, I propose we use multi to incentivize those building housing in Portland to include affordable housing in those projects. The program includes sensible safeguards. For example, these incentives will only be available for two years. Also, the total amount of incentives over the life of the program cannot exceed an amount valued at \$3 million, about \$3 million. Third, and I offer the following amendment, only pre-inclusionary housing developments with an estimated first year of foregone revenues of \$500,000 or less will be approved. Only vested projects with an estimated first year of foregone revenue of \$500,000 or less are eligible for an exemption. Do I have a second on that motion?

Eudaly: Second.

Fish: Second.

Fritz: Do you have that in writing mayor.

Wheeler: We can get you that information in writing momentarily. Commissioner Fish.

Fish: I have an additional amendment that I reviewed with your office and obtained your concurrence, which is to remove the emergency clause.

Wheeler: Could I hold off on that for one second? I'll remember it's there. With this amendment we have moved and seconded by commissioner Fish for the record we can

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ensure the program is available to multiple projects and that no one project will take a majority of the total value of the incentives. Our housing staff is going to be providing more detailed information on this strategy as part of their presentation. They will touch on why we think the \$500,000 cap is the right amount for the cap. Commissioner Fish has moved that we remove the emergency clause to the ordinance.

Fritz: Second.

Wheeler: There's a second from commissioner Fritz, so we now have two amendments on the table. At this point I'll turn this over to interim director Callahan and matt Tschabold in the Portland housing beer who are here to present. Good morning.

Matthew Tschabold, Portland Housing Bureau: Good morning.

Shannon Callahan, Director, Portland Housing Bureau: Good morning, mayor, good morning commissioners, Shannon Callahan from the Portland housing bureau. As the mayor mentioned, inclusionary housing went into effect approximately one year ago. We saw 19,000 units coming into the pre-i.z. pipeline. That represents 42% of all multifamily development that we have seen in the last 20 years. So it is a significant number of units. As of February of 2018 we still have approximately 10,000 in the permit process.

Fish: Madam director?

Callahan: Yes.

Fish: For people that are not housing insiders would you briefly explain what it means to be vested?

Callahan: So commissioner, that means that you met the legal requirements before the date that the inclusionary housing was effective, which was February 1st of 2017. That can be met in a variety of different ways either with a permit, an application for land use action, or a permit application.

Fish: To put it in context, because 19,000 units seems like a big number.

Callahan: Yes.

Fish: I think I heard in a prior hearing that is the equivalent of at least three years of development activity or more.

Callahan: That would be the equivalent of three of our highest years that we have ever seen in the city of Portland, so it's not an equivalent that would be average to what we would typically see over a period of time but in our biggest booms that's more than three times what we would have seen.

Fish: Thank you.

Callahan: So we worked on this proposal at the direction of mayor wheeler and our Portland housing advisory commission. Our commission was very interested in finding solutions to incent the pipeline as well. This proposal was brought before that group at the beginning of this year which they unanimously endorsed, bringing to this council. So as the mayor mentioned, we have before you a slightly modified version of the previous voluntary multi program which was a successful program in place for a number of years. As the mayor mentioned, it does have side boards on the proposal including time limitations, cost limitations, and now the eligibility of the project size itself. I would like to note that this is all within the agreed-upon cap that we have with Multnomah county. There would be no additional fiscal impact to any other taxing jurisdiction beyond what we have previously agreed and with that I would like to turn it over to dory van Bockel who the development incentives team manager to talk about details of the program, then Matthew Tschabold will review our analysis of the costs and the benefits of providing this tax exemption.

Dory Van Bockel, Portland Housing Bureau: So to provide a quick summary of what the program makes available to developers to use, and showing how it's similar to the prior multi program before inclusionary housing went into effect as the multi is a tool as one of the incentives provided through inclusionary housing.

Fritz: To clarify we still have that program?

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Van Bockel: We have that program as a paired tool with inclusionary housing program and so this makes some interim use of the same code of the multi, with a little bit of changes from how it's used through inclusionary housing.

Fritz: That program has a rolling \$15 million over five years or \$3 million. Is this an additional \$3 million?

Van Bockel: No, this would be encompassed within that within that existing cap with its own limitations on how many units could be approved through this use within that larger cap.

Fritz: What has been our utilization under the existing program?

Van Bockel: The existing program now is through the inclusionary housing. Previously we have some information that matt will go through over the last few years, though, that shows the utilization of the multi that is similar to what we would be enacting through the ordinance.

Fish: Dory just to follow up on that because we have this wonderful chart it says the exemption time frame is ten years. I seem to recall that from time to time the council has extended the ten-year period, but I think it's been a discretionary act. Is that correct? It's not part of the program?

Van Bockel: Yes. Previously if there were projects with continued affordability we would -- we had on occasion extended the exemption for just those affordable units.

Fish: The council retains that authority?

Van Bockel: It's not in the current code for the multi program because it didn't fit well within the inclusionary housing calibration that we performed to institute that program.

Fish: Council in the next couple of years would have to affirmatively include that option in any code work rewrite?

Callahan: Potentially but the state statute limits us to a ten-year duration so they would have to reapply a development would have to reapply to the city. So, we would not only need enacted code language but we need them to reapply and usually we would have them do that closer to time of expiration.

Fish: One of the reasons this has come up in the past is that because of the significant need for housing at the 60% level is the prospect of a renewal, does it make it more attractive for someone to choose that to begin with? I don't know the answer to that question.

Callahan: I would imagine that there would be some indication that that would be enticing, but right now the state statute is set to sunset so we could not commit until that statute is reauthorized.

Fish: The reauthorization by the legislature in whatever policy making we do?

Callahan: Exactly.

Fish: Thank you.

Van Bockel: So just to give a quick summary of the ten years exemption time frame, the affordability period is the same at ten years as well. Differing a little bit from how the program was before we have set the income level for the restricted units at 20% at 60% of area median income for projects designed and built to be less than 5:1 far and then 20% at 80% of area median income for any projects designed and built over 5:1 far. The reason for the difference is the type of building and construction cost to build a project over 5:1 far generally results in much higher market rents in overall cost in construction making the feasibility of those projects with a different rent types only makes sense at those two different levels.

Fritz: Since we're inventing this program we don't have to mirror inclusionary housing.

Van Bockel: So that same type of -- that we looked at through inclusionary housing where there's different income percentage levels around the city but the 5:1 far bar is one that's used through the calibration of the inclusionary housing program as well. In the prior

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program we used it based on market rents in the building, but this is a much more subjective or objective way of reviewing the projects without having the manipulation potentially of what's submitted as market rents.

Fritz: So far is floor area ratio and it roughly translates to the number of stories or different floors right. In our inclusionary housing rules it was 20% at 60%?

Van Bockel: No, inside the central city and gateway plan districts for buildings that are 5:1 far or above, the restriction levels are either 20% at 80 or 10% at 60, with a full tax exemption. Then outside of the central city and gateway plan districts or for any buildings anywhere below 5:1 far, the requirements or it's only provided with a multi or a tax exemption on the affordable units.

Fritz: At 20% of 60?

Van Bockel: 10% at 60.

Fritz: That's why I'm questioning. And may you'll get to this later why is it 20% not 10%?

Van Bockel: So there's a full tax exemption in this case rather than just a partial tax exemption.

Fritz: Meaning all of the units not just affordable ones?

Van Bockel: Yes.

Fritz: Wow.

Fish: Can I jump in on this conversation because I have to say despite everyone's best efforts there's been a little confusion in the conversation and I think today we get a chance to really put this on the table and be very clear. I actually applaud your decision to make it 20% of the units at 60% mfi city-wide. That's an improvement over what we agreed to through the i.z. rules. The question about whether the exemption should apply to all units or just abated units is something council has to consider as part of the proposal, but to me this is a big selling point that you've made it city-wide and you bumped it to 20%. I had a concern coming into this that we would be once again incentivizing 80% housing, which is housing we need but is not as compelling to me as 60% and below. So this is a change that I think from my point of view makes this a stronger proposal.

Callahan: Thank you, commissioner.

Van Bockel: To also clarify some of the other public benefits that are available or would be part of approval of any projects coming through the multi program under this interim use, developers are required to obtain an mwsb minority women and emerging small business consultant in order to work with their construction contractor, in order to strive towards the city's 20% participation in construction contracting.

Fritz: That's still not a hard standard that's still a goal?

Van Bockel: Pardon me?

Fritz: That's still not a hard standard that's still a goal?

Van Bockel: It is still a goal, yes. So this would be taking real world people with experience, with the contacts, in the community of mwsb contractors and helping facilitate the opportunities for them in these projects. Additionally as is required in the current version of the multe we will continue the requirement that at least 5% of the affordable units are built to be fully ada-adaptable.

Fish: Dory and the director, at some point in the future could you come back to us with options for how we could make fully ada-accessible units part of our basic code and not something that is included every time we add a carrot? We have seen over time that for example eco-roofs went from being a niche thing and a thing that you could get a bonus for to now being a mandate.

Callahan: Right.

Fish: That that reflects a change in thinking over time. I think at some point it would be useful for us to come back to this question and say, what are some basic standards we want to bake into all of our investments around accessibility, particularly since we know

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that our community is going to be graying. We're going to get older, and so what should be the standard as opposed to what we can incentivize through these kinds of programs?

Fritz: What is the current standard under the Americans with disabilities act?

Van Bockel: Do you know that matt?

Matthew Tschabold, Portland Housing Bureau: I need to check on that, commissioner. I think Portland uses two and 2 and 3% type a or b, but I need to check. I see commissioner Eudaly.

Eudaly: That sound about right, I'm also interested in this issue, I'm curious about how 5% was arrived at and that we actually know what current demands are for accessible housing and if we're looking into the future because as commissioner Fish has mentioned we do have an aging population, and this is going to become a greater need in decades to come. I have been kind of ruminating lately about how our job is to plan for the future, and I think when most of us think about the future we think about our children and our grandchildren, not people who are currently or soon to be elders and experiencing mobility challenges. So that's something I would like to see us address.

Fish: Commissioner just to be clear, we're all learning every day about things. For example, the experience through you and your son that I have learned some very powerful things about inaccessible restrooms and changing areas and so we have tried to take those lessons and apply them to the rebuild in the Portland building. My guess is the ada sets a standard. The question is can we go above it? While I think there's different ways you could get there I think about basic things like are all the doorways fully accessible because I can tell you having looked at a lot of rental apartments in the city there are a lot of places you couldn't get a wheelchair through. Are the bathrooms designed to be accessible? I don't necessarily mean everything in the bathtub for someone that maybe is fully disabled but can you get into the restroom? Can you get in with a wheelchair? Are there basic things? I think council would benefit from knowing what are the standards out there and then over time are there ways we can strengthen our code so all units come with a higher level of accessibility rather than using these opportunities to carve out units.

Eudaly: I do think arriving at that number is more nuanced than looking at demand and the gap between what we have and the existing demand because people with disabilities are more likely to be low income. So it may be that we need to bump that percentage up as far as when it comes to affordable units because we're going to have a greater percentage of people needing accessible units than in the average population.

Tschabold: The one piece I would add and dory can speak to the structure that some of the affordable units sourced through the multe are also the adaptable units in the building so it wasn't just nonadaptable units but on assessing the market we're in a fortunate place with respect to a better understanding of the housing stock because Portland was one of the cities that the census bureau selected for the American housing survey in 2017 and so we're still waiting for the final results. We can come back but it's a much deeper survey of the housing stock that exists across the city than comes through the American community survey that's done every single year, the American housing survey is not done every year in Portland. So a lot of the questions you're asking about our existing rental stock will be very much informed by this new data set that should be available soon and we can do these kinds of analyses and a lot of other kinds of analyses as well.

Eudaly: That's exciting.

Fish: Are you done with the presentation?

Tschabold: No, I do have a few more slides.

Wheeler: Commissioner Eudaly.

Eudaly: I have one more question. When looking at our inclusionary housing program, looking at the multe program, I'm really interested in are we offering an incentive that's roughly equivalent to what the property owner is giving up in rents, and when I hear tax

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abatement on an entire building and not just the affordable units, I do have to wonder if they are getting an extraordinarily high return. That may not be the case, but because I have never been provided with those numbers or even a hypothetical, it's hard for me to know. What I do know is they are telling us that i.z. doesn't pencil out. They are having challenges with lenders with no additional incentives, although I find that hard to believe within the central city when they are getting the tax break on the entire building.

Callahan: So the inclusionary zoning program does have another additional incentives and benefits that this program doesn't have. So I would love to have a dialogue with you about how the inclusionary program was set up precisely. We did an analysis for your benefit to know exactly what this program is giving a developer based on our project experience versus the rent decreases that the developer would be giving us for the same period of time. We're just going to talk about that so you have a good sense.

Fish: We're jumping the --

Callahan: No, no, we're in line with your questions, which is good. Now I'm going to turn it over to matt to talk about the experience of what we have looked at from 30 projects that we had in our last multiple unit tax exemption report, in -- we reported in '15-'16, so we did some analysis so you can see a little bit about what this means for a project. We did this based on the mayor's amendment this morning to cap the individual project size at \$500,000.

Tschabold: So all of them aren't from last fiscal year they were approved in multiple years but there were 30 projects in the report highlighted. We filtered out eight of them because they wouldn't be relevant to the program proposal to try to give some comparison estimates for buildings that had a first year tax exemption of over \$500,000 and for partially affordable housing projects that had some market rate residentials, so it wouldn't have been a good comparison.

Fritz: Isn't that what you're proposing here?

Tschabold: Because it wouldn't reflect the amount of -- essentially the cost of the affordable unit because there's more than 20% of the units in the building affordable.

Callahan: So I think that.

Tschabold: It would imply a lower kind of cost per affordable unit. We wanted to give real estimates for private market rate developers that were building buildings with 20% of the units affordable.

Callahan: Commissioner when the nonprofit provider has a regulatory agreement with the city of Portland, they are eligible for a different type of tax exemption through the Oregon revised statutes, however when we create that same 60-year affordability period for our regulated housing with a for-profit they are not eligible for that tax exemption, so they would have to come in under the limited tax exemption. So that's what matt has pulled out is projects that will have a larger number of affordable units in them likely to be a for profit developer who is developing affordable housing. I know that's --

Fritz: Keep going. I know commissioner Fish wants to take the emergency off. Maybe this is information I can get this before the next session.

Tschabold: In the 22 projects there were a total of 2,060 units market rate and affordable, of the 2,060 there were 430 affordable units, 293 at 80% of the area median income, 137 at 60%. When you run through the analysis what you get is that on average, in year one property tax exemption at the cost to the city and the county and the school districts and all the taxing jurisdictions was \$10,000, an average of about \$10,000 of tax exemption per affordable unit per year. So when you look at that over 12 months period of time that's roughly \$833 of tax exemption per month. When you move to looking at how does that translate into the discount on rent that renters are getting in those units, looking at the average for central city and average for Portland, for new construction apartment units it's about \$2,000 a month in the central city and about \$1700 a month city-wide.

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Eudaly: What size is this? Two bedroom's?

Tschabold: This is just straight average.

Eudaly: Oh, just average okay.

Tschabold: So the central city where you're more likely to see 5:1 construction or above, thus somebody subject to the 20% of units at 80% of the median income, the affordable rent level is \$1,100. Varies based on household size, which would be about a \$900 rent discount per month, which is going back a slide roughly comparable to the amount of tax exemption, slightly more than the amount of tax exemption that the jurisdictions are providing each month. For the city over all, outside the central city, included where you would likely see buildings that are being developed at less than 5:1 far, so they would only be eligible for 20% of units at 60% of median income. You would see a discount of about -- sorry the regulated rent is \$840 a month. You would see a discount of about \$860. Again, fairly equivalent to the amount of tax exemption being given away each month.

Eudaly: The tax exemption is slightly more desirable because you get, you only get rent if your unit is occupied but you get that exemption no matter what.

Tschabold: That's correct.

Eudaly: That does answer my question. Thank you.

Fish: Matthew, what these numbers -- maybe I'm just being thick which I'm experiencing a lot these days. Did these numbers account for whether the abatement covers the entire building or just the abated units?

Tschabold: So this is -- the abatement would cover all residential in the building. Yes. The calculations are based on the assumption that the tax exemption is applied to the affordable rental units as well as the market rate rental units.

Fish: These numbers are a blended number that takes into account that the entire tax bill is being waived?

Callahan: This is based on historic performance which in the past prior to inclusionary zoning the tax exemption was on the entire building. We're comparing --

Fish: So, what you've taken just I'm sorry to have to reduce it to this, but it's probably my level, let's say the entire building under the program, the owner saves \$10,000 in property taxes. Let's say \$100,000.

Callahan: Right.

Fish: But in terms of calculating the public benefit, you then attributed the total tax abatement to the abated units and that's the number you have given us.

Callahan: We have taken that to the affordable units, yes.

Wheeler: Could I jump in here? It's basically a transfer of foregone taxes to low income renters. It has to be in approximately equal transaction with maybe a slight benefit as is the case here to the landlord, otherwise they won't participate. It's a completely voluntary program and there's no requirement that they do this. For them, they are going to run a spreadsheet and decide whether or not this hurts them. On balance, it doesn't help them nor hurt them, but it absolutely helps those who are the people who are lower income in the units. So the question for us really is the tradeoff of foregone revenues going to low income renters or coming back instead at full market value into the city's general fund. As we are in a housing emergency, it was my calculation that this is priority number one.

Fish: Can I ask a follow up question to Shannon? Now I think I understand apples to apples here. I guess the other question that's relevant and I have heard from some people and I want to understand this, we're making a bet that offering this inducement will encourage someone to participate because it's voluntary. We're making a bet based on feedback we've heard from those developers who beat the i.z. deadline, are vested, but said if we had a program like this they might take advantage of it. Correct?

Callahan: Yes. I'm sure you'll hear from developers. We did talk with some who had asked for an increased incentive package, but we also felt because this package is so similar to

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what we had on a voluntary basis before that was working that we were on the right path with this proposal.

Fish: What would you say to someone who says love the concept, love what you're trying to do to create some i.z., bring people, create affordable housing with units that beat the deadline, but are not quite sure whether the abatement should cover all units or just the affordable units. What's from your point of view the most compelling argument to make it apply to all units and not just the affordable units.

Callahan: I think it's the math that you see before you about what the value of the abatement is and what the rent discount is and because the abatement value and the rent discount are so closely aligned as the mayor said and there's a little bit more benefit to the developer if we skew in a way that there's no benefit to the developer on a voluntary program we will not get anyone accepting.

Wheeler: If I can add to that then the reason for the \$500,000 cap per project is so that we aren't subsidizing -- let's call it out. We're not subsidizing any one developer. We're not overly subsidizing any one developer this. This keeps it limited.

Fritz: Except if we have 10,000 or more units we're only going to allow 6,000 of them -- 3,000 to have this benefit.

Wheeler: It might be helpful also for you guys to discuss where the \$3 million comes from cause this is a subset of a program that's already been adopted. Maybe it's useful to maybe digress here for a moment.

Callahan: Sure. We were trying to create a little bit of -- come in now, give us your proposal. Time is valuable to us. These are -- if these projects are ready to construct very quickly and we can get new units affordable quickly that was something that was appealing, so we did want to put a value limited cap and also make sure we had room for inclusionary zoning. If for some reason you felt this program was working and wanted to extend that cap within the foregone revenue cap, it's something you could do but we were trying to encourage folks to step forward with real life proposals sooner than later. That's the other reason we time valued it to two years. We don't want the permits sitting out for such a long period of time, with people really are ready to develop let's try to capture those now.

Fish: The other question someone might ask is bumped the cap for foregone revenue in negotiations with the county from \$1 million to \$3 million and the assumption is we're leaving money on the table. That we're not meeting the full \$3 million of foregone revenue we agreed to. Is that true or does this compete with some other program?

Callahan: Right now because the pipeline is so vast we're not seeing a lot of new developments coming in under inclusionary. We went to a rolling cap so went from a three year to a rolling of 15 over five years to be able to address development cycles. We felt the \$3 million was an adequate amount to reserve for the pre-pipeline and make sure we still had enough available for projects that are inclusionary.

Wheeler: To be clear this is a carve out three of the 15.

Callahan: This is a carve out of that, yes, it is not new.

Wheeler: Not taking resources from another source.

Callahan: It is not. There's no increase in program revenue.

Fish: If we adopt this does the county have to adopt it as well?

Callahan: Yes.

Fish: That's been the historical practice. We have to do them concurrently.

Callahan: Within a reasonable time of each other, yes.

Fritz: What does the county think about this?

Callahan: We have been having ongoing dialogues with the county for some time and I believe the mayor has had the most recent conversations with the county.

Fish: Let me address that question for a moment because the county is a sovereign body,

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and they have every right to take this up and it is conceivable and it's happened in the past that they may have a view of this that's either is aligned with us or is not aligned in which case they may have suggestions for improvements and that actually sometimes results in a better piece of legislation. That's the process we have to go through anyway. What we're essentially the mayor has put down a marker and said let's capture this opportunity. Here's a way we can do it. It fits within the \$3 million cap and what you're tweaking the two tweaks that I actually really appreciate is the \$500,000 cap and expanding the number of units to 20% at 60% because again I think that's where there's a more pressing need than the 80%. We need housing at every level but in terms of the documented need. I just want to signal something to my colleagues. I want to hear the testimony, but I may withdraw my motion on the emergency clause. There are things I'm learning in this hearing that are very helpful to my decision and I had talked to the mayor about having an additional week to make sure I didn't miss anything but you're doing a very good job of explaining this proposal.

Callahan: Thank you commissioner.

Fritz: I would prefer another week. This is the first time I have had a lot of this information and I would also like to know from the mayor since director Callahan said you most recently talked to the county what does the county think about this?

Wheeler: As commissioner Fish mentioned they are a sovereign body and they have two options if we pass this. They can reject it outright or alternatively they could amend it in which case I presume it comes back to us for reconsideration. I'm not sure on that, Robert, maybe you can as legal counsel give us insight into that? I won't put you on the spot, but maybe in the next few minutes you could do a little bit of research, but it would be my guess that it could come back. I have had staff meeting with all the chair's and all of the commissioners at Multnomah county. I don't think we have received a solid commitment to a yes or no vote. I think we have received a solid commitment to hear this conversation out and I intend to go with the housing bureau and others to answer any further questions that they may have.

Fish: Commissioner Fritz --

Wheeler: They have asked for one thing, they've asked for time, and given the way we have structured this, this gives them approximately a month to do their evaluation, talk to their own staff, communicate with us, communicate with constituents and others who would have an interest. Sorry, commissioner.

Fish: My staff has been briefing me on this and frankly the more that I have learned about this the more I like it. What I'm going to do, though, because it just occurred to me that director Shannon, if you don't mind me being informal, call me nick I'll call you Shannon. You had mentioned earlier that there were projects in the pipeline and a sense of urgency that we might have this tool must capture them. What I might suggest is that I will withdraw my request to take the emergency clause off, and just ask the mayor to set this over a week with the emergency clause because if the council is satisfied next week we would have the benefit of an emergency clause on it and I think there's some urgency. If the council continues to have questions they retain the option to seek more time. I think that's a more to me a better approach to this. If we do concur next week in this program, I don't think a 30-day delay is warranted if you're telling us there are projects that might be willing to participate. I'm going to withdraw my motion and urge my colleagues -- urge the mayor to set this over a week.

Wheeler: The emergency clause has been removed at the request of commissioner Fish.

Fish: The amendment.

Wheeler: I'm sorry, the amendment.

Fish: I'm withdrawing my amendment and I will urge the mayor to set it over for a week.

Wheeler: Commissioner Fritz.

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Fritz: I'm not committed to voting as an emergency next week either. Commissioner Fish when we worked so hard with the county on setting up the multe program and revisions to it we were clear we wanted to be in full collaboration with the county and with the school districts because they are affected also. So I will want to hear from the county what -- I would prefer not to do it as a here's what we have done, you can take it or leave it or amend it. It would be much better to have an agreement ahead of time in my opinion.

Fish: I'm ever the optimist. Maybe it's just function of getting older, but I think by next week we may have greater clarity on that question. I think it may be enough to satisfy your concerns.

Fritz: It would be nice to have -- I know we have budget meetings all next week. That might be challenging.

Fish: Is that an approach you concur with?

Wheeler: To a point. First of all I would like to ask is there any practical implications for this to set it over for one week.

Callahan: No, I don't believe so. I think you could also decide what you wanted to do next week, whether to pass it on an emergency basis or otherwise. You could always add or remove a clause.

Wheeler: I'm certainly willing to wait one week to have people have any further questions that are raised in the context of this hearing or otherwise addressed. I'm less persuaded by the argument we should wait to see whether or not our county colleagues agree with us on this ordinance. We have a housing emergency, we have the housing bureau here at the city of Portland, we have very limited tools at our disposal to be able to reach back into the existing pipeline of projects that are permitted and ready to go that were vested prior to inclusionary housing and I'm not prepared to give that tool up just because somebody gets concerns about whether or not we should do that. But if there's clarity coming from the county that they do not believe that the dollar for dollar tradeoff between foregone future tax revenues is worth the discount to low income people so that they can live in our community, I'll hear that conversation, but I'll never buy into it. So I just want to be really clear. I see this as a matter of urgency. I see this tool being one that's been successfully used by the council previously. I can see no reason why we would not do this unless we don't really believe it's a housing emergency. I'm willing to use whatever diplomatic skills and call in on friendships and everything else I can at the county to get their support, but frankly, I would hope that they would enthusiastically embrace a project like this and tools like this to get some immediate help for people who are lower income in the middle of a housing crisis.

Fish: I have been on this body for too long and so I'm just going to offer a slight rebuttal. Having spent a lot of time in Salem working to get authorization for these programs, having spent the better part of a year with the county chair, Jeff Cogan working out the big look in coming up with a comprehensive rewrite that acceptable to the county and the city. Having spent time with the county assessor, who is a wild card in this, the county assessor doesn't actually have to go along with anybody on a tax abatement as we learned a number of years ago, I actually think we're on the verge of doing something with broad base of support. I think your approach here of using multe in the tweaks that you proposed have convinced me it's the right approach. I think it's a more sustainable victory if we convince a few other people to join us, but that won't be the determining factor.

Wheeler: No disagreement whatsoever. I don't want to hear no if they have a better strategy and know of a tool that the Portland housing bureau is unaware of I'm all ears. Commissioner Fritz.

Fritz: Thank you, mayor. Chair Kafoury is second to nobody in her history of working for affordable housing. The fact that she's not enthusiastically on board with this already is a concern me. Let me be very clear if chair Kafoury is not on board next week I will not vote

for it as an emergency.

Wheeler: All right. We have public testimony on this item. Is that the end of your presentation?

Fritz: I thought you were going to show me what the multi utilization has been in terms of how much of the cap we have been up to.

Van Bockel: As far as the current cap?

Fritz: Yeah.

Van Bockel: For 2017, I don't have the numbers at the top but it's only been for projects approved through inclusionary housing so it is not a great number.

Fritz: Could you give me.

Van Bockel: We can certainly follow up.

Fritz: On what's been used since we did it back in 2000 whatever it was.

Van Bockel: Absolutely. 2012 is when we implemented the program after the big look. I can give you a full spectrum of all the foregone revenue.

Fritz: Thank you.

Wheeler: Public testimony, I'm sorry commissioner Eudaly.

Eudaly: I just wanted to express my general support and thankfulness for your efforts and for the housing bureau. I have not been lobbied by the county and I met with the chair as recently as last week and this was not a topic of conversation. My understanding of where we're at with this item is limited but I don't believe there's necessarily a disagreement on what we are ultimately proposing right now. I think there was some confusion. I'm really hoping that we can come to a speedy agreement with the county. I mean, one thing that we haven't talked about yet, this \$10,000 a unit tax abatement is a lot of money, but we're spending \$200,000 of housing bond money to create one unit. So I really think we need to look at the larger picture and I just want to go on record saying a couple things. As we know we had a mad dash of developers getting in applications before our inclusionary housing program took effect. That's hundreds of developments, that's thousands as many as 19,000 units of housing being built at market rate, which without a number is I think somewhat meaningless to the public. The housing we're getting from the private market is housing only affordable to households at 120% of median family income or above. That's I think 95% of the housing that's been built on the private market over the last few years. There are proponents of density and development who want us to believe that our housing crisis is just a simple question of supply and demand. Which is false. When you have a gross product mismatch between what is being supplied at 120%, which is above the median income, and the demand, which is below 100% median family income, it doesn't -- we may see softening at the top of the market and in fact we see fairly high vacancy at the top of the market. It does not make any difference to people earning 80% or less of mfi. I really wanted to take this opportunity to say that publicly because I'm really tired of the oversimplification of this issue that's going on. Just another thing to consider is, yes, there's foregone revenue -- yes, the landlords are -- sorry, the developers or property owners are giving up rent but we're actually helping them create housing that will be rented. It's tough to perhaps nearly impossible to build at 60% to 80% right now given the cost of land and the expense of construction. I think anything we can do within reason to help them deliver the housing we actually need is it worthwhile. Finally, I would like to add that I also am very interested in the possibility of bumping affordable housing developments in the private market ahead in the queue as an additional incentive.

Fish: Can I make one comment? I too believe the mayor has struck the right balance on this. I think we can work out the differences within the family. There is a view getting traction in the media, I call it trickle down housing. The idea is if we continue to have 95% or more of our housing at the luxury level, that there will over time be a benefit to those people shut out of the markets. What I have said to some people I respect who adhere to

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that view is that that's not much solace for people who are today shut out of the market, which is why this council under this mayor's leadership has been focusing on putting subsidies and incentives into housing that is not being met by the marketplace. That's housing at below 60% mfi, and number 2, the idea that if you take the logic of what some economists have said, what they are really saying is that the person who is now can't find a sufficient number of luxury apartments to live in is going to go out to 158th and Powell and displace someone in a low-income housing unit run by Joe Westin. That's preposterous on its face that it's not worthy of our discussion. I hope at some point we can recalibrate this discussion so we say, let the private sector build whatever they want. Let's use some incentives to encourage them to add affordable units then let's put as many dollars as we have into meeting the needs of people shut out of the market. That seems a sensible approach.

Wheeler: Well said, commissioner Fish. If I could add one benefit here is these are vested. A lot are permitted and ready to go. There's an opportunity for us to act quickly, so part of what we would be buying down with that foregone revenue that's focused on the affordability is also timeliness. We could have housing online within a year for some of these projects, which is two to three times faster than we're going to get with a project starting from scratch.

Van Bockel: Thank you, mayor.

Wheeler: There's people waiting very, very patiently to testify. Could we call -- how many do we have?

Moore-Love: We have two.

Wheeler: If you could call them up, please.

Wheeler: While they are making their way up for the three minutes at the microphone there were a couple of people who wanted to be here today and could not as we had to change -- we changed the schedule. They wanted to provide oral testimony so they provided written testimony in support of the ordinance including the Urban League, the Welcome Home Coalition and Mark Madden of WC Properties. I apologize to those folks for the schedule change, but we have their written testimony in support of the ordinance. Good afternoon.

Gwenn Baldwin: Good afternoon. Mayor Wheeler, members of the commission, Gwenn Baldwin representing Oregon Locus. Oregon Locus is a coalition of developers and investors who focus on walkable livable urban development throughout the state. I want to first thank the mayor and his staff for engaging in this conversation with Oregon Locus over a year ago. It's not easy to find the right balance or components of balance but I really appreciate the willingness to work with it and to take the concepts and hand them to interim director Shannon Callahan and assistant director Matt Tschabold to bring to you this program today. We think that this hits the mark in a number of areas that are really important. The balance between affordability and the duration of the tax exemption is important. The city-wide application is important, the limited time duration to really incentivize action earlier than later in that queue is really important. We had two concerns and questions, one of which has been answered in a follow-up conversation with housing bureau related to whether all the regulations and requirements for this program are within section 3 or other aspects of the multi-program applied which I think commissioner Fish this gets to your question about the affordable units versus all units as well as is it 5:1 far built versus 5:1 far zoned and when that is applicable. Getting clarity from them, we are satisfied that component of where that threshold is, is based on built, which is appropriate, and will be a more workable program. The other area that we were wanting to draw attention to and you've had some of that discussion today is this program is measured against the status quo, measured against those who will move through the process with the projects that have been vested, and what are the incentives, what are the assists that

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can encourage inclusion of affordability in those projects as they move forward in the next couple of years and my understanding is that there is always been a priority on the 60% mfi and understandably why that is so. I would urge consideration of maybe dropping that rate for the 60% to create a higher incentive for people to incorporate that. I think that this is a well considered and well thought out program. I think they have done a great job.

Fish: Gwenn can I ask you a question.

Baldwin: Sure.

Fish: Because you are thoughtful on these issues, if we adopt the proposal that is now on the table as amended with the cap, with the 20% and 20%, and the 10 years, do you anticipate that there are developers ready to take advantage of it?

Baldwin: I think that there are those who give a very serious look to it. I can't give a guarantee that there is somebody in the queue who is ready to grab this. In part because we just got the details of this and everybody is, in fact, looking at it. I do think the dynamic that all programs right now related to housing sit in is that uncertainty, construction costs continue to go up. Equity and investors continue to be somewhat skittish and fluid about what they are investing in, any change adds to that uncertainty. So the more that we can say we have really considered the incentive in the match to make this something that makes you want to move off of the status quo, and that's really the measurement, the threshold. I think this is really close, my only advise would be if you wanted to turbo charge that look at the 60, you might want to consider lowering the threshold.

Fish: And my second question is since this entire program comes up for reauthorization in the next couple years in the legislature, would there -- do you think that your members would be receptive to at least considering the question as to whether the ten-year period is subject to an objective standard for renewal? Particularly at the lower end?

Baldwin: I think we would be happy to work with you on that and how the parameters work. I think that any time that you have.

Fish: I know it has to be an objective standard.

Baldwin: Yes.

Fish: Because that has been drilled into my head by some of your members but it seems if we are able to capture those units at 60% we ought to have the option of allowing people to continue to stay in those units if the council believes that it's still, the mass still.

Baldwin: We would be happy to have that conversation and work with you.

Fish: Thank you.

Wheeler: Very good, thank you, good morning, good afternoon, sorry.

Mary Sipe: Good afternoon. Mary sipes. I want to say that, how excited I am to see this innovative idea come forward and the incentive here to try and capture what's already in the pipeline that, perhaps, we might not have been able to capture. I think this is a really innovative approach, I think that the conversation here is really has been -- you touched on everything, I think that the balance -- I especially appreciate the comments commissioner Eudaly made once again you are reading my mind back here, but, and I guess what I would say is that one of the things is I agree with mayor wheeler that I think that there is some matter of urgency here, I also would want to really encourage get out there and actively sell this. Don't just wait for the developers to say gee, this really looks nice. Find a way to get out there and to promote this. The whole concept, I just -- the idea that all the affordable housing is in one building, rather than scattered throughout the buildings all throughout the city, I really, really can't say enough about that concept. And you know, the affordable units or subsidized, whatever you want to call the units in a building that has market rate units, they are not -- they have the opportunity to do things such as not put in granite countertops and stainless steel appliances and hardwood floors and things like that and make these units so that their maintenance and upkeep and the cost of constructing them within, you know, within this project that's going to be market rate, there is a lot of

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things that they can do, you know. Oftentimes when we have had conversations here about the affordable housing buildings throughout the pearl, the comment I often here is you can't tell from the outside that it's affordable housing. You can tell from the inside, like I say we don't have hard wood floors, we don't have stainless steel appliances, we don't have granite countertops. What we have is a comfortable, well designed, habitable, affordable place to live and I think that the concept of providing incentives that is balanced, and that's the other thing I like is the balance here with what they get in return and what they give up. Spreading this throughout the city and throughout different buildings, I can't say enough about how I appreciate the work that's gone into this.

Wheeler: I appreciate your testimony and look forward to selling this because it's a rare day when you can sell something to somebody that does not cost them anything extra that provides a discernible, tangible, public benefit. So I look forward to that opportunity.

Sipe: Good. Go for it.

Fish: Mary we appreciate you. Although it seems to me you are not able to read my mind as easily as you can read her mind. We'll talk about that privately.

Eudaly: It's the other way around I am reading all your minds. [laughter] If I could quickly add my office is in conversation with private developers who are vested in the queue who are very interested in incentives for affordable housing, so I just want to lend to this urgency argument that there is real interest.

Wheeler: We have received written testimony from developers who expressed this is the right track. So I am appreciative of that. Thank you both.

Fish: I am withdrawing my proposed amendment.

Wheeler: Commissioner Fish has withdrawn his amendment and I would like to keep my amendment open. We're going to set this over, continue this rather.

Fish: Why don't we vote on it mayor?

Wheeler: You want to vote on the amendment?

Fish: We had a hearing.

Wheeler: Great. I am happy to do that. My amendment, so I will support it. So this was the one that lowers the cap to \$500,000 from the \$3 million.

Fish: I have heard from others.

Wheeler: There is a correction and I want to make sure we get this technically accurate.

Callahan: Shannon Callahan again, the mayor's office amendment lowers each individual project's eligibility to \$500,000 of tax exemption. It keeps the \$3 million program size, but it makes sure that no project can come in with a greater than \$500,000 tax exemption.

Wheeler: Sorry for that confusion.

Callahan: Just wanted to clarify.

Wheeler: The per project also was originally -- never mind. Call the roll.

Moore-Love: Who seconded that?

Eudaly: Second.

Fish: I did.

Eudaly: I think it was commissioner Fish.

Wheeler: The motion was previously seconded by commissioner Fish.

Moore-Love: Thank you.

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

Wheeler: Aye. The amendment is adopted. So we'll move, we'll continue this to next week, is that correct?

Moore-Love: Is that when you want this next week?

Wheeler: Yes.

Moore-Love: Yes.

Wheeler: Good. So we will continue this to next week as amended. Thank you everybody. Good discussion. Next item, and do we have everybody until 1:00? Can people stick

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around for a few minutes? Great 252. I will work hard to get us done by then.

Item 252.

Wheeler: Colleagues, the proposed development at 5020 N Interstate the property is an innovative mixed homeownership project between proud ground and the Portland housing bureau consisting of 50, one, two, and three bedroom condo and town house units, 41 of which will be affordable for incomes between 35% and 100% ami. Since the property was purchased on July 27, 2016, the commercial tenant J's market owned by yoonhwa cho, the tenant, and c&o company, llc, the tenant has continued to operate their convenient store business and make timely rent payments to the Portland housing bureau. Their presence has contributed to the neighborhood and maintained the property in decent condition while plans for project development continued to progress. The tenant has a substantial amount of time left on the lease of their property and is negotiating a settlement agreement with the Portland housing bureau in consideration for the early termination of the lease and vacation of the property so it can be demolish and redeveloped and can begin, and again we have with us today, we have Javier Mena joining us as the assistant director of the Portland housing bureau and we have director Callahan here. Good afternoon again.

Shannon Callahan, Director, Portland Housing Bureau: Good afternoon mayor. We are really pleased to be here because we reached a satisfactory agreement with the local small business owner that helps us -- helps compensate them and also helps us to make way for this exciting new development, and we did want to preview a little bit of that development with you today because we are extremely pleased to be moving forward with a multi-family home ownership development in north Portland under the north to northeast Portland strategy, and subject to the preference policy, so with that we will just take an opportunity to show you one of our new projects coming forward.

Javier Mena, Portland Housing Bureau: Thanks, Shannon. Good afternoon mayor and commissioners, Javier Mena from the housing bureau and as Shannon mentioned this property was acquired in 2016 and with the purpose of land banking, which is one of the strategies created through the north, northeast neighborhood housing strategy, which had a tremendous amount of influence from the community and land banking was a key component of that -- of those strategies. So this property as part of that process was acquired. We didn't, at the moment that we acquired the property, had any ideas to exactly what we would want to develop on the site, therefore we wanted to keep that tenant in place, and as mentioned, is a great tenant and have had great experience with them. In 2017 we put this property up for development, proud ground was the winning bidder so they had proposed a condo development, home ownership condo development, 50 units. 41 of which would be affordable, which, in essence, put the market not feasible in the future development. The property currently also is in dire need of repair, so really to try to keep the property there with the tenant is not feasible as well. So we reached an agreement, which allows us to move forward with proud ground. They are in the final phases of developing their budget, but what you see in front of you, basically, we're looking at 50 condos, eight of which would be one bedroom, 22, two bedroom, 14 three bedroom and some townhouses, as Shannon mentioned, home buyers to this property will be, will go through the preference policy, and this is a partnership between proud ground, habitat for humanity and the african-american alliance for home ownership. With that we will take any questions.

Wheeler: Commissioner Fritz?

Fritz: So, its listed as a mixed use project, is there retail space in here?

Mena: Right now that's still in consideration it depends upon funding. Worst case scenario there is an active use of the ground floor, but proud ground they will be looking at moving their offices to the area if they are not able to identify funding for the commercial space.

Fritz: So it looks from the person's name that this is a minority business and I am just

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wondering if there was any consideration of allowing them first preference for if there is commercial space to go back into the building.

Mena: We did talk about it. There will be a challenge in terms of, from the time that this -- that the building, to when this would get built. We don't know if at this point, if there is -- what the planning would be or what the funding would be for that site. To the degree that we have had conversations with the store owner and they definitely would be interested in staying in the building, we just cannot make that commitment.

Fritz: I appreciated that the 1100, that the 111,000 will get them through until it is finished. I would like to see there be some commitment to inviting the owner of the business to come back if, indeed, it turns out that there is a commercial space.

Mena: We'll do that.

Fritz: Cause it sounds from what you're saying is that they have been at the feature of the community and providing a good service so if that is the case, I think that would really round out the public benefits to me. I will leave that to you to move forward on it, I don't need an amendment on it.

Callahan: Thank you commissioner.

Fritz: Thank you.

Wheeler: Very good? Anything else? Any public testimony on this item?

Moore-Love: No one signed up.

Wheeler: Very good. With that please call the roll.

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

Wheeler: Aye. Thank you to the housing bureau.

Fish: Can we do a housekeeping matter? I have to leave at 1:00, and I know that we have two second readings, are these transportation things pretty straightforward?

Wheeler: Item 256, commissioner Saltzman is asking that be moved to the 21st, so why don't we move to the vacation item 255.

Item 255.

Wheeler: Second reading, call the roll.

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

Wheeler: Aye. The ordinance is adopted. Item 253. As you can see folks we are close to losing our quorum so quick is always good in this case. 253 please.

Item 253.

Wheeler: Colleagues I just heard this will be the last item for the day. Go ahead.

*******:** Good afternoon mayor and commissioners, I will keep this brief. This is a straightforward amendment of an agreement with the Oregon department of transportation to move a milestone date and to modify some language pertaining to the Americans with disabilities act. Typically we put these on consent, this is an older agreement that does not allow the commissioner in charge alone to sign it, so we had to come to you. So happy to answer any questions.

Wheeler: Before we get to that I just want to mention that miss gerlock's third grade class from Abernathy elementary is on a history of Portland tour. So we welcome you here today. Thanks for coming to the city hall. Awesome. Whether the, any questions? There is a lot going on here today. It's busy. Any questions? Any questions? Very good. Is there any public testimony on this item?

Moore-Love: No one signed up.

Wheeler: Call the roll.

Fritz: Thank you. Aye.

Fish: Aye. **Eudaly:** Aye.

Wheeler: Aye. The ordinance is adopted. Could you read item 254 and 256? They are both going to be moved.

Fish: After we do this reading and move it and close the hearing can we get a picture with

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these young people?

Wheeler: Do you want a picture with us? That sounds good. All right. Hang on for one minute. We have one bit of business that we have got to finish up and we are going to get a picture. Item 254 please.

Item 254.

Wheeler: At the request of the commissioner in charge that's being moved to April 4. Please read 256.

Item 256.

Wheeler: At the request of commissioner Saltzman, that is being moved to the 21st. There being no more further business we are adjourned.

At 12:50 p.m. council recessed.

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Key: *** means unidentified speaker.**

March 14, 2018 2pm

Wheeler: Good afternoon everybody this is the Wednesday, March 14 afternoon session of the Portland city council. Karla, please call the roll.

Fritz: Here **Fish:** Here **Saltzman:** Here **Eudaly:** Here

Wheeler: Here, why don't you read the statement, please.

Lauren King, Deputy City Attorney: Sure. Welcome to the Portland city council. The city council represents all Portlanders and meets to do the city's business. The presiding officer will preserve order and decorum during the city council meetings so that everyone can feel welcome, comfortable, respected and safe. To participate in the council meetings you may sign up in advance with the council clerks office for communications to speak briefly on any subject. You may sign up for public testimony on resolutions or first readings of ordinances. Your testimony should address the matter being considered at the time. When testifying please state your name for the record. Your address is not necessary. Please disclose if you're a lobbyist. If you represent an organization please identify it. The presiding officer determines the length of testimony. Individuals generally have three minutes to testify unless otherwise stated. When you have 30 seconds left a yellow light goes on. When your time is done a red light goes on. If you are in the audience and would like to show support for something that is said, please feel free to do a thumbs up. If you want to express that you do not support something feel free to do thumbs down. Disruptive conduct such as shouting or interrupting testimony or council deliberations will not be allowed. If there are disruptions a warning will be given that further disruption may result in the person being ejected for the remainder of the meeting. After being ejected a person who fails to leave the meeting is subject to arrest for trespass. Thank you for helping your fellow Portlanders feel welcome, comfortable, respected and safe

Wheeler: We're here to hear public testimony on the 2035 comprehensive plan, the map refinement project. On April 4 the council will deliberate and vote on amendments that were the subject of the public hearing which is today or today on march 14. Karla, please read the item.

Item 257.

Wheeler: At this point I'll invite Eric Engstrom, Marty Stockton and other bps staff to come up and introduce our meeting today. Good afternoon.

Eric Engstrom, Bureau of Planning and Sustainability: Good afternoon, mayor wheeler, My name is Eric Engstrom, I manage the comprehension planning group at the bureau of planning and sustainability and with me here is Marty Stockton she is with our district liaison program and was the project manager for this effort that we're bringing you today. Before she goes into more details about the project, I would like to just briefly put some context on why we're here and what this is. Three of you participated in the comprehensive plan adoption in 2016 and two of you are new since then so a brief refresher on that. In June of 2016, you adopted the new comprehensive plan and that was done under the state mandated periodic review process which is a state requirement that we periodically refresh and update our growth management plans. This was the largest update since 1980 and it was a multi-year effort that culminated in the 2016 votes. In 2016 you both adopted the new plan as well as adopted a package of implementing code

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amendments to the zoning code and maps to carry it out. The plan also includes projects, the city-wide infrastructure plan as well as plan map and policy document. This month we're bringing you three different projects to help ensure a smooth transition to the new comprehensive plan. You may recall that you voted in the fall for a short delay in implementation of the new plan until May of this year and that has allowed us some time to both sort out appeals at the state level that are going on as well as deal with loose ends to clean up and ensure smooth implementation. So, the three packages coming to you this month are all in the spirit of cleaning up loose ends that affect the implementation of the new comprehensive plan and there are three packages. In general they are fairly technical and have pretty minor implications but a few of them have policy implications and deserve some discussion that's a fairly thick package we realize was a lot of small details so as we go, don't hesitate to ask questions it's a pretty confusing bundle and we acknowledge that because it's pulling together a lot of different unrelated pieces in one package. The first thing that you're hearing about which is the subject of today's hearing is cleanup of the maps. The zoning map or the comprehensive plan map and so there's a number of sites that Marty will be discussing that we have bundled together as a project to refine the map. Next week you'll hear about the zoning code refinement bundle as well as the final package to complete the new transportation system plan and under Oregon's state land use law transportation planning and land use planning are tied at the hip. The city's new transportation system plan has been traveling along with the project to update the comprehensive plan and that final step is happening next week. That's part of our effort to ensure that this all goes smoothly when we turn on the new plan on May 24 because of that fixed date we have adopted we want to ensure that there's a smooth process of considering these refinements and the final vote, the second reading final vote of the three things will all occur on May 24th so that they occur with the adoption. New comprehensive plan and since you're amending the new plan that final vote has to occur after the plan is in effect, which will be the case on the afternoon of the 24th.

Saltzman: State has approved our comprehensive plan?

Engstrom: There's an appeal still pending and there's a hearing tomorrow in Salem that will be -- we'll be making our final arguments. We're optimistic that that will go well and we'll have state acknowledgment by May 24th and if there's any complications we'll come back and brief you on that.

Saltzman: Ok.

Engstrom: Final thing to mention, is this is not the central city plan I know you have been dealing with that a lot in the past few months so this is about the city-wide comprehensive plan. So most of the mapping questions we're dealing with today are outside the central city.

Marty Stockton, Bureau of Planning and Sustainability: Thank you. My name is Marty Stockton as Eric mentioned and I served as project manager on this project and I'm also part of the district liaison program of district planners, I serve southeast Portland, that is my district. Along with the project team we had three other of my teammates, so nan stark, who is the district liaison for north and northeast Portland, John Frederickson, who is district liaison for west, and Leslie Lumme, who is the district liaison for east Portland, so that is what made up the project team for this project. So I wanted to refresh our city council members that we're here at the time of adoption in June and December of 2016, but then also bring our new members on the same page. The origin of the map refinement project was from the ordinance that was adopted along with the implementation package in December of 2016 and there was what we call exhibit O, which was a short list of about 13 sites that council was interested in. They had received testimony on, but at that time they could not make an action on the short list of sites, so this exhibit O was a direction by city council for our bureau to do either an evaluation or reevaluation of these sites in a

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legislative process, so again, that is the origin of this particular project. So this is also one of four categories of map changes that we're included in the map refinement project. The other three categories are the reconciliation of land use and zoning maps that have been occurring at the bureau development services. So when we have the effective date of the new comprehensive plan map and zoning map on May 24th, that essentially will override anything that has gone before bureau of development services in this interim time. So we are tracking those very closely and are coordinating with bureau development services staff to make sure that we bring those in and so that is again category number 2 of packaged map changes.

Fritz: That means if an applicant has gone through a quasi-judicial zone change they have gotten approval but if it's different from what we approved in comprehensive plan map then we change the comprehensive plan map.

Stockton: Exactly. We need to pull those in. That's the purpose of category 2.

Engstrom: In some cases the zoning categories have changed so we need to transfer what they got to the equivalent in the new plan.

Stockton: If anything went to a commercial zone, so neighborhood commercial 1 or cn1, we need to make sure it's part of the new commercial mix zones, cm1 in that case.

Fritz: Thank you.

Stockton: The third category is changes to avoid the creation of new nonconforming development, so there are a number of areas city-wide that we are tracking where there has been very recent development activity. For example along sandy boulevard or in the Vancouver Williams corridor or along the northwest moreland area. There were some areas that there were some that we call downzoning. That means that the development capacity or the height or floor area ratio at the time of adoption was reduced in the comprehensive plan and zoning maps but development has since occurred and so again there's a bit of a reconciliation so we don't create new nonconforming development. Then the final fourth category is a package of technical and policy related map changes. These are not very exciting, but they definitely include a lot of split zone sites, cleanup of our overlays, finding new nonconforming commercial sites, and a lot of bureau coordinated map changes so we have been working with bureau of environmental services, the housing bureau and Portland parks and rec to incorporate some recent acquisitions that those bureaus have made. Then also in this group there is concerted effort to coordinate with our affordable housing providers. I have mentioned the Portland housing bureau, but that also includes home forward, reach cdc, sabin cdc, pcric, rose cdc, and others. We're appropriate, we're coordinating with them on select map changes. So I wanted to just show you a slide of everything. So this is the city-wide map and then the colors of the map changes, and you will see that there are 177 map change sites for a total of 184.5 acres, which equals .19% of our land use. So I just wanted to kind of give you a scale of what's included in this project, again, it's .19 of the land area is included in a map change in this project. This is maybe a little easier to see, so this is the same map that we call this a scatter map and so you can see it kind of the sites pop out a bit. They are color coded, so again, the four categories that I just walked through, the blue are the -- that were included in the December 2016 council directive, the green on the map are where there is a reconciliation with the quasi-judicial map changes that bureau of development services has been implementing. The red on the map is again where we want to avoid new nonconforming development, then the yellow, which is really the bulk of what's included in the project is other technical and policy related map changes. I think the slide is important. Most people actually don't know that we have a two-map system in the city of Portland. We have a comprehensive plan map and the zoning map. We are actually proposing changes on both maps within this project and so on the comprehensive plan map, there are the land use designations, so whether a property is commercial or residential or open space, and

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as well as the center boundaries and that was a new inclusion that was adopted in the June 2016 comprehensive plan map. For example, the Hollywood town center or Lents town center there's actual boundaries to those geographies. The zoning map has your base zones and so whether you have an r5 zone or a new commercial mixed use 1 zone, you have your overlay zones, your plan districts and your trails.

Engstrom: Briefly, the distinction between the comprehensive plan map and zoning map is that the comprehensive plan map gives you the long range vision and generalized idea of the future. The zoning map is what you can get a permit to do today.

Stockton: Thank you, Eric. I wanted to include this slide because on the first or going back overlay zones, a bulk of what is proposed as far as overlay zone changes has to do with the removal of the buffer overlay zone. So in the December 2016 adoption of the zoning map, there was the removal of the buffer overlay zone on all commercial zoning that had a mapped buffer overlay. If you look at this map and see the red on the map, that has already been adopted as a removal on the buffer overlay. The blue on the map is where there is a current proposal before you which is now the removal of the buffer overlay zone on the employment and industrial lands.

Saltzman: I'm not sure I recall what a buffer overlay zone is.

Stockton: That's a really good point. The buffer overlay zone is mapped on sites where you have in this case an employment zone that abuts against a residential zone and there's oftentimes different widths at that how that buffer overlay zone is mapped. In that overlay it relates to a code section, the buffer overlay code chapter, which has I would say a higher level of setback requirements, landscape requirements, whether or not vehicle access is allowed within that overlay, and also it talks about exterior work activities or storage in that area. We have been working -- this is actually tied to the code reconciliation project, which is the project that Eric mentioned that will come before you next week, next Wednesday, but in this project similar to what was done in the zoning code, in December of 2016, where a lot of those good standards whether it was for setbacks, landscaping or exterior work activities, instead of having that live in the overlay zone it was actually moved into the base zone. That's what happened during the mixed use zones project. Similarly, we're proposing to do the same thing. It's a little bit of a structural where we're taking those standards that that live currently in the overlay zone and we're moving them into the employment and industrial zones in the code reconciliation project that you'll listen to next week.

Engstrom: One of the reasons for doing that is that the buffer overlay approach requires us to map it and acknowledge all those instances where the two zones intersect. Putting it in the base zone doesn't depend on our mapping it. Currently there's a lot of places where residential and commercial employment are abutting but there's no buffer overlay zone. So putting it in the base zone provides a more uniform treatment of all properties where those two zones are abutting each other.

Wheeler: Could you just explain for those of us who are not experts mapping and planning, what are we really talking about? Give me a concrete, how wide, what are you talking about?

Engstrom: It governs setbacks and as Marty said whether or not you can have vehicle access along that property, for example truck access to an industrial site or something, and it covers landscaping standards. We're talking about -- somewhere between 10 and 20 feet of setback and landscaping standards.

Wheeler: It will define whether or not on a given property you can have access or not have access. Is that correct?

Engstrom: On that particular property line, yes.

Wheeler: The line where the buffer zone is between residential and industrial.

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Engstrom: The corner lot the buffer was on one edge and not the other that would kind of force the access.

Wheeler: That edge, no egress. You mentioned landscaping. Tell me specifically what we're talking about here.

Stockton: Typically when we have a landscape buffer we have two standards. We have what's called the I3, which is a high screen standard, where you would have like a five foot setback of six foot tall evergreen shrubs, or you would have what's called the I4 standard, which is a masonry wall. Again, we have areas with the residential abutting against employment that don't currently have those buffering setback and landscaping requirements.

Wheeler: So, this will require one of those two things.

Stockton: It will require both.

Wheeler: It will; require both a wall and landscaping.

Engstrom: The people who already have the buffer overlay will perceive a slight difference in the details of the standards but the content is close. For people who don't already have the buffer overlay, this will introduce an elevated setback and landscaping --

Wheeler: So, the goal here is to create a consistent standard?

Stockton: Exactly.

Wheeler: Is that what you're trying to do, so tell me a little bit about the setback. I'm sure when people hear about a buffer between an industrial zone and residential neighborhood that already piques my interest a lot. What are we really talking about in terms of setbacks?

Engstrom: A lot of the employment and industrial zones don't actually have setbacks because of the nature of that. So this special situation imposes a setback of somewhere between five and 25 feet, which then that landscaping.

Wheeler: It would be five to 25 feet it would also then add along the buffer zone the requirement for shrubbery or a wall.

Stockton: Or a wall.

Wheeler: Or a wall, its not and, but or?

Stockton: Correct.

Engstrom: It restricts the exterior work activities in that area as well. So, you couldn't have the lumberyard stacking right up against the property line fence or something like that.

Wheeler: I appreciate that. Thanks.

Stockton: I think next week when you have the code reconciliation project, if that is a continued interest to you especially after the testimony you hear, again, the person that's writing the code will be here before you next week.

Wheeler: I just wanted to have some sense of the magnitude of what we're actually discussing here.

Engstrom: The two projects relate because this is dealing with map change and the other with the code change.

Wheeler: The consequence, I'm sorry, colleagues, I just have this last question, the consequence of not doing this is you have nonuniform standards.

Stockton: Correct.

Wheeler: Let me ask the obvious question. So what?

Engstrom: We would like to see a little more uniform treatment in this situation. We think there are folks who are living next to industrial and employment districts that would benefit from this more equitable treatment.

Wheeler: That's fair. I appreciate that.

Engstrom: It's not the end of the world, frankly.

Wheeler: This is an equity play? Is that a fair generalization?

Stockton: Yes.

Wheeler: That's helpful.

Fritz: What is a standardization.

Stockton: That's a better --

Fritz: It doesn't take into account equity. It takes into account what the rules are, making them clear.

Stockton: It would be equal treatment if you're residential zone next to employment or industrial.

Engstrom: And that may save some time at bds because they won't have to look up the specific location to answer this question any more. It's a more general standard.

Wheeler: Thank you.

Stockton: I just wanted to touch upon some early testimony that you have been receiving. As of 5:00 p.m. yesterday, there had been 34 items of testimony that council has received. In that grouping there have been a number of new requests for map changes. There have been, again, concern over the removal of the buffer overlay zone both generally but specific to the Willamette heights neighborhood within the northwest district association. Additionally, there's been testimony that we heard when we were before the planning and sustainability commission, but that testimony is continuing before you. Regarding a map change from cm to cm3d, on Fremont and Mississippi, so we expect more testimony on that site as well. Then generally sites that received testimony either in opposition or in support on the proposed draft that came out in the fall we are continuing to hear from community members on certain sites. Just a process update. We have been at this for about a year. We had an early discussion draft that came out in June of last year where that generated 53 public comments on that discussion draft we did send out a courtesy notice to those affected property owners, affected occupants and folks within 100 feet of the proposed map changes. On the proposed draft that went before the planning and sustainability commission, that is where we did send out the required measure 56 public notice as well as continuing on with the courtesy notices and the legislative notice we got 176 items of public testimony and now we have the recommended draft before you. It was released on February 5th. We sent out our public notices legislative and courtesy notices starting on February 16th.

Engstrom: I just want to highlight the courtesy notice part of that is under the new comprehensive plan we're making more of an effort to be inclusive with who is notified of land use actions. So, notifying occupants or renters is a change that was not our practice prior to this new comprehensive plan and we're attempting to be a more regular practice going forward.

Stockton: So I'll probably want to come back up and talk about next steps but we're having the hearing today. We have a tentative date for council deliberation on April 4th and then on May 24th, we have the council vote on the second reading. We are proposing for there to be an effective date also on May 24th. Initially we were hoping to have the effective date actually go into June. It's not a practice that we like to do emergency ordinances, but there are just too many linkages between the zoning code that has to go into effect on May 24th and the map. So the buffer overlay being one, some additions and removals of rh zoning tied to the 4:1 far maps, then all the changes that we're doing to the plan districts. They are very much tied to the zoning code chapters. So just wanted to share that with you.

Wheeler: Marty, I might ask you at the very end of the session to put that slide up again.

Stockton: Absolutely.

Wheeler: So we know where the next steps are.

Stockton: I'm anxious to hear public testimony so I'm including my overview.

Wheeler: Any questions before we move on? At this point let's move to the minor and technical amendments intrata. We're referencing the march 8 and March 13 staff memos

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that were distributed this afternoon. Can we get a motion to incorporate these amendments?

Saltzman: So moved.

Wheeler: We have a motion from commissioner Saltzman.

Fritz: Second.

Wheeler: A second from commissioner Fritz. Are there any other amendments that council members would like to declare? I think commissioner Fish had --

Fish: I have two amendments, mayor. Let me hand them out. This is Fish amendment number 1. I'll explain them in a second. Actually, I'll do them in sequence. Colleagues, I have two different amendments I would like to introduce this afternoon. The first is in support of testimony provided by the bureau of environmental services to the bureau's willing seller program we have purchased a number of properties that are in different flood plains. The bureau purchases properties like these that are prone to damage due to flood. We pay fair market price for the homes, we demolish the buildings and restore the property to a more natural state that helps prevent future flooding and returns natural habitat for plants and wildlife. The bureau has identified 13 of these properties that are currently zoned as residential. I am asking the council to convert these properties from their base residential zone to open space. I have asked that these 13 properties collectively be titled Fish amendment 1.

Saltzman: Second.

Wheeler: We have a motion on commissioner Fish on Fish 1, a second from commissioner Saltzman.

Fish: Thank you, dan. Now I am going to circulate what is Fish 2 and I'll just read a quick statement about this as it's being distributed. My second amendment comes at the request of Albertina Kerr. They have sent testimony requesting a zone change on their properties from residential to commercial mixed use. The properties are in prime locations and are ideal for redevelopment. Albertina Kerr is interested in redeveloping these under used properties and building housing with commercial space for their own purposes. One of their properties has split zoning with r1 on one portion and cs on the other portion. Although the central city plan will update this to be cm3. Their other property is also zoned r1. Their specific request is to change the base zoning on all three lots from r1 to cm3, and I will introduce this as Fish amendment 2.

Saltzman: Second.

Wheeler: We have a motion from commissioner Fish and a second from commissioner Saltzman. Commissioner Fritz -- clarify?

Fritz: Obviously the first I'm very supportive of. The second one were these changes requested as part of the comprehensive plan or are these new?

Stockton: These are new. It's a new request that we have received as of this comment period.

Fritz: The planning commission has not considered them either.

Stockton: That's correct.

Fritz: Thank you.

Wheeler: Commissioner Fritz you have an amendment.

Fritz: I have an amendment which I'm passing out now. That is Portland parks and recreation submitted two trail requests which were inadvertently left off, we did get them in on to it just that they got missed. I'm requesting the following regional trail segments be added to the comprehensive plan map. The first is northwest Thurman connected to the Willamette greenway along northwest 15th, which is approximately 425 feet of trail. The second is the east delta park connection to marine drive trail, which is approximately 1300 feet of trail.

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Wheeler: Second. So, commissioner Fritz moves and I what we'll call Fritz number 1 for today. Colleagues, are there any other? Okay. Great.

Fish: Can I just publicly say that yesterday Marty and the intrepid team came to my office for a boot camp exercise walking through all of these things took my questions some of which were basic and I think the public doesn't always get a sense of in addition to all the work staff does getting ready for hearings and interacting on things they also have to bring commissioners up to speed. I really appreciate the time and care staff takes to make sure we're well prepared for these hearings. Marty thank you very much.

Wheeler: Now we'll hear public testimony about the 2035 comprehensive plan, the map refinement project now as amended. When you come to testify, please begin each comment to the degree that you're able with the map change number and/or subject property addresses so that we can be clear with regard to what your comments are referencing, but before we start with regular testimony we have a tradition in the chamber if there's anyone with young children or special needs we would encourage you to confer with council clerk and we'll get you up as soon as possible. With that, Karla, why don't we have the first three, please. Very good. For obvious reasons if you can state your name for the record, three minutes, you'll see a light turn yellow when you have 30 seconds left. It turns red when your time is expired. Please let us know if you are a lobbyist. If you're here representing an organization that's helpful as well. We don't need to know your specific address unless it's germane to the revisions that you're referencing, thank you.

David Cole: Hi my name is Dave Cole I'm here about change 1799 for 705 north Fremont and 1815 north Fremont. I'm here representing about 30 people who live on or around these properties. Over a year ago former council voted in favor of rezoning these two properties from r25 to cm2. At that time all the neighbors and everyone that lived there considered that to be an equitable compromise between adding density in the city and taking into account that these properties immediately border residential homes on Albina and Borthwick. Last year the property owner of 815 asked bps to further up zone their property to cm3 it's a small residential lot and convinced pcri who has 705 an affordable housing complex there called L. Roy to come along with. Those also live in the neighborhood worry the six stories that cm3 provides right next to single and double family homes is going too far. That cm2 that was already approved that really nicely stepped down from all the crazy development going across the street to begin with. 30 of us submitted a petition to psc, the Boise Elliott neighborhood association asked bps to reconsider bps own staff recommended psc that keeping with the original cm2 designation was the best idea but psc decided to move forward with the cm3 zoning anyway. Pcri, which operates the affordable housing on 705, has told bps they can only fast-forward to build the cm2 size and were fine with the original designation. The worry is there is with the new valuable zoning they could be motivated to sell to a developer that would put in more luxury condos and permanently displaced residents that live there today. Those members have been here before this council and testified. Other members of the community, people have lived in the neighborhood over 50 years, of all backgrounds, economic and racial, have given testimony saying this up zoning is going to be too much and only the owner of 815 and the psc want this change. I understand we need more density in our city. I just hope that we can find a balance between the homeowners and people who live in in than neighborhood and the developers and renters that follow them. I hope that we're not all separated by six stories when that happens.

Wheeler: Thank you for your testimony.

Cole: Thank you.

Wheeler: Good afternoon.

Doug Klotz: Good afternoon. My name is Doug Klotz, mayor and commissioners, I'm speaking -- you should have a copy of this. Speaking about 1717 and 1800, which is a

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property several properties on northeast Broadway, north east hales, and northeast 45th. This is a large parcel its all currently zoned rx, and rx is not going to be allowed outside central city now so it needed to be changed. What planning and sustainability commission recommends is these all be rezoned to rh, with a 4:1 far. Originally the planner recommended a lower zone but the planning and sustainability commission thought that was more appropriate and I agree with planning and sustainability. If you look at the map and how that parcel fits on the map it's surrounded by cm3 at the south and west, and cm2 above and rx on this end. Rh includes 14 story Hollywood east apartments, an eight story Hollywood townhouse and three two-story courtyard apartments. Directly to the south is the new providence office park, which is six stories. SO, it rh 4:1 is high density dwelling zone. The code in 33.120.030 says all housing characterized by medium to high height and relatively high percentage of building coverage. Rh zones will be well served by transit facilities near commercial services and this zone meets all the standards, this are meets all their standards. It's within one block of the Hollywood transit center, served by three different max lines, three different bus lines and also the number 12 on sandy right here. This town center has arguably more transit and amenities than even gateway. Their in the Hollywood plan district, the maximum height on that property in that area is 100 feet. Of course the existing tower is 176, but 100 feet is the tallest that's allowed in Hollywood today. I support keeping that at and rh I know you may get testimony asking for something lower, but I don't think it's appropriate right there with all the tall buildings already there and a block from transit or two blocks from transit. Since I have more time, number 1777 is on southeast main and 25th. It's a split parcel, a picture aerial on the back which is half a r1, half an r5. R2 makes a lot of sense that what staff and psc recommended. I would even argue it could go to r1. There are people on the dead end street to the west who are arguing that is too much for the neighborhood. On the other hand on that half block there's eight houses and four of them are duplexes or four-plexes. It's already at a missing middle been going on there. I think r2 at least if not r1 are appropriate.

Wheeler: Thank you for your testimony. Good afternoon.

Django Amerson: Good afternoon. I'm django Amerson I own a piece of property, the address is 4404 northeast Holman, its over by fern hill park. I have owned it about five or six years and it's 15,000 plus square foot lot. When I first came into the city to zoning planning they said wait, hold on, it's zoned r10, but there's r5 all around it. They said there's going to be a change in the comprehensive plan, and overlays, et cetera and in the base plan wait and see what happens with your parcel. Again it's 15,000 plus square feet. If you look at the property it is appropriate for two nice sized homes for the neighborhood. All the neighbors that I have spoken to have no issues with changing that zoning to r5, again right next to it is existing r5. I see no reason why it should still be r10. I understand the owner can go through a type 3 zoning amendment. This would be sort of unduly onerous and time-consuming. In speaking with nan stark, nan told me to come in and make a hail Mary, so to speak, here at this meeting and I appreciate that. Again, 4404 northeast Holman just a last-ditch effort to change to what would be a very logical r5 zoning. Thank you.

Fritz: If it's r5 you would get three units. You may have to do three. Would that be all right?

Amerson: I honestly two is what -- I don't think the shotgun rowhouses thing is what the neighbors would like or what anybody would like.

Fritz: What you want then is r7 because if it's 15,000 square feet --

Amerson: I'll take r7. That's great.

Wheeler: Thank you. Appreciate your testimony. Next three, please. Good afternoon.

Jeffrey Clair: Can I start speaking?

Wheeler: Sure.

Moore-Love: Just leave the mikes phones off when you're done.

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Clair: My name is Jeffrey Clair I'm following up from Mr. Django I'm interested in purchasing and developing that property, so speaking to Amanda, yes, you can get three. You could fit three if you had r5 and I would like to do a cottage cluster in there, possibly three with three adus. I think it would serve the neighborhood better than a large mcmansion which now with that r10 zoning that's the only thing that can be built on. That it's very onerous, its \$100,000, its a year to go through these type 3 zone map amendments and it's abutting r5 right now and there is an r2 across the street. I concur with Mr. Django that it r7 would be wonderful but r5 in my opinion would be better.

Wheeler: Mr. Django testified the neighbors are supportive. Do you agree?

Clair: I honestly think r7 would be easier with the neighbors than r5.

Dana Krawczuk: I'm dana Krawczuk. Mr. Mayor, commissioners, I submitted testimony digitally but also handed some out because there's a map on it and you should receive it. This is a new amendment request on behalf of xpo logistics. The address of the property is 2169 northwest Thurman, which is the northeast corner of northwest Thurman and northwest 22, its adjacent to the e.c. company. We're requesting that this parcel, the entire parcel, be rezoned from ig1 to cm3, with a design review and main street overlay and there's two reasons. One is to avoid a nonconforming use and development. That's category 3 that Marty spoke about and the second is to correct a mistake in a split zone, which is the fourth category. I'll start with the nonconforming use and development. This property is included in the Conway master plan area, so it's a unique property. Even though it's zoned ig-1, as part of the adopted master plan exd uses are currently allowed on that property. The maximum height is 150 feet, base far is 3:1 with transfers available. It's subject to design review and it's transportation impacts have been studied extensively with that kind of development. It's subject to the lid that will fund the jug handle, which is the \$7 million transportation improvement and it is also subject to tdm measures. It's essentially exd property now even though the base is ig-1. New construction has not occurred on that property yet, but we expect it will within the term of the master plan which is in 2022. After the master plan expires that would be nonconforming use and nonconforming development. We're asking that the zone be changed now so that we can avoid that nonconforming development. The mistake in the split zone is because the comp plan designation has been converted already to muu, which is the highest intensity mixed use urban comp plan designation. A portion of the property already has the main street overlay, it has an ig base zone that limits retail and an m overlay that requires retail, so there's a conflict there's a mistake right there. We're asking the entire parcel get the appropriate cm3 zoning, which is what the balance of the master plan is. I would be happy to take questions.

Fritz: Was this considered when we did the comprehensive plan?

Krawczuk: The comprehensive plan designated it muu, so yes it was, but the base zone for whatever reason wasn't changed.

Fritz: Did you raise it with the planning commission?

Krawczuk: I didn't because we didn't realize this was an issue until late last year.

Fritz: Got it, thank you.

Wheeler: Thank you for your testimony, good afternoon.

Bob Johnson: Good afternoon. My name is bob Johnson I'm speaking about the property that is at the corner of Sheridan and southwest 5th avenue. As I stated I'm bob Johnson, the president and ceo of Terwilliger plaza, which is as we proudly state a community of empowered and engaged people. Terwilliger plaza is a nonprofit life plan community also known as a continuing care retirement community located near downtown Portland. A life plan community is a community that provides a broad range of services to persons 65 and older founded in the 1950's Terwilliger plaza received its first residents following completion of the original structure in 1962. We currently serve about 350 members who

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reside in independent or assisted living apartments. We also employ about 170 people with living wage jobs. The planning commission has recommended approval of the map refinement project including adjusting the zoning of a lot that Terwilliger plaza controls at Sheridan and southwest 5th avenue that will combine all the Terwilliger plaza property under the preferred zoning rh, high density residential. I thank the planning commission for supporting this change. I urge a positive vote by the council. I thank you for helping Terwilliger plaza resolve this zoning issue which will allow us to explore the possibility of a major expansion of our services. Thank you for the opportunity to testify.

Fish: Can I just make one observation? Each of us gets invited probably annually to come up to Terwilliger plaza and participate in a breakfast forum. I have to say as an elected official I think that's the hardest forum to prepare for. It's the most challenging because you look up and you have retired judges, elected officials, land use lawyers. It's a murderer's row of people that follow the city very closely.

Johnson: You ought to sit in my chair. [laughter]

Wheeler: They serve you breakfast, commissioner Fish? [laughter]

Fritz: Don't they serve everybody breakfast?

Johnson: No.

Fish: It's an incredible cross-section of our community. For someone like me who wasn't born here it's a history lesson of remarkable people that live there.

Johnson: We thank you very much for your support. If you come I'll make you a deal for breakfast, certainly.

Fritz: I have a question is this the site that we considered during the comprehensive plan or is this another one?

Johnson: No, no, this is the same one. The same one. I'm just thanking you for your support.

Fritz: As I remember we said we would do it in the next package.

Johnson: Yes. Thank you very much.

Wheeler: Next three, please.

Wheeler: Good afternoon. Could you start?

Jon Ross: Yes. I'm John Ross, thanks for this opportunity to talk. I'm testifying about change number 1799, 705 and 815 north Fremont from cm2 to cm3d. I have lived on Albina for 15 years and I don't oppose high density but I do question the scale of a building of this size up to seven stories on a street of predominantly one to two story homes. I worry about the shadow well that will swallow my garden and discourage my chickens from laying and the continued loss of urban canopy on our block. Most of all I worry this model of density, which encourages luxury apartments and condos, is erasing the racial, economic and age diversity of our neighborhood. No matter how well intended, this model is overwhelming our neighborhood with light beer and entertainment consumers of a certain class. The Elroy gardens housing development on Fremont between Albina and Borthwick is home to low income neighbors, racially diverse, frequent immigrants and some of our older neighbors on the block. Many are also taxi cab drivers who make use of the ample parking lot on the property. I know parking lot is a dirty word nowadays and rightly so, but I think it's important to remember how this model of density may be displacing a unionized immigrant cab driving work force living in the heart of the city for a homogenous mass of unprotected contract workers circling and polluting constantly with uber and lyft decals on their windows. At some point we need to look at the unintended consequences of the aggressive infill development that's happening in north Portland. Thanks very much for your time.

Wheeler: Thanks for your testimony. Commissioner Eudaly?

Eudaly: No, John is just an old friend and I'm enjoying his testimony.

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Fritz: Is this the site that you and I lost on in the comprehensive plan or are they doing even more on Fremont?

Ross: I'm not sure. I haven't been engaged until recently but Dave Cole, who sat here first testifier, was probably involved.

Fritz: I'll ask staff. Thank you.

John Brunton: Good afternoon my name is John Brunton I'm here representing Greater Portland Bible Church in southwest Portland. We thank you for this opportunity to testify. Notice was only given shortly last night so forgive me as I read my script here. Greater Portland Bible Church and Habitat for Humanity requests a zoning map change to lot 9900 located on Capitol Hill Road from R7 to R2. Zoning for the purpose of providing permanently affordable homeownership. The property is owned by Greater Portland and adjacent to our worship facilities and parking lot. The lot is in an environmental conservation overlay zone which limits how it can be developed. Greater Portland is in discussions with Habitat to sell the parcel at a discounted price to allow for development of affordable housing as part of the ministry of Greater Portland Bible Church and the mission of Habitat. The two organizations have a history of partnership which started several years ago, actually finished a development in 2015 on a half acre parcel. It was sold at a discount so it could develop Habitat could develop seven units of affordable homeownership housing. This parcel is 6877 and its adjacent to the proposed parcel and its zoned R2. The change meets the 2035 comprehensive plan goal of affordable housing development in areas with close proximity to transit services and amenities, but also meets the anti-displacement goals and a goal of helping to close the minority homeownership gap. The site is within a half mile of the Hillsdale commercial center, Burlingame commercial area and Southwest Barber Boulevard. We thank you in advance for your consideration.

Wheeler: Thanks for being here.

Fish: I can ask a question? We have a package before us of up zoning some affordable housing developments and the theory there is we want to give people the ability to serve more people. You are proposing to partner with Habitat to build on your footprint, correct?

Brunton: Correct.

Fish: I'm going to ask staff about that later, but there is underutilized church property throughout the city and there are places like inner northeast where there are some churches that have an older congregation and they are land rich. This question has come up quite a bit about is that -- what should be our role in facilitating housing within the footprint of I'm saying church, could be a synagogue, it could be any faith institution I'll use church as shorthand. From my view the benefit is of course is you have the built-in connection with the faith community. You've got a neighbor that is caring about the people that are living there. So it's a home run. I'm going to be interested in knowing more about that, but I also think that as churches have declining membership in certain parts of the city are grappling with this question, if we are more flexible in allowing housing on site we're able to save the church and create a synergy which I think is very positive for the community.

Brunton: I agree. Thank you.

Fish: Thank you.

Wheeler: Good afternoon.

Samuel Eckhart: My name is Samuel Eckhart and I serve as construction coordinator with Habitat for Humanity Portland Metro East. I'm here today to request your consideration of a zoning map change for the same parcel that John mentioned. Tax lot 9900 is in the Hillsdale neighborhood on Southwest Capitol Hill Road that is owned by the Greater Portland Bible Church. It's adjacent to a seven-home condo project that Habitat built and sold in 2015. The church was the previous owner of the property and sold it to Habitat at a discount so that we could provide homeownership opportunities to low income working

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families. Mayor wheeler, you may remember speaking at the key ceremony that summer when we were selling those seven homes. The church is again willing to consider selling property to habitat at a discounted price which is very exciting given the challenges of affordable housing developers face in finding property in today's housing market. While this is a much larger parcel at 3.5 acres the goal is to build 25 to 30 units of housing with parking in the form of town home style condominiums. We are requesting that the zoning be changed to r2 from the current r7 zoning in order to help mitigate the development challenges presented on the site including the environmental, conservation overlay zone. We expect only a small portion of this over all site would be developed given density of trees and slope. The homes habitat would develop on this site would be permanently affordable homeownership units which means not only will they be sold to first time low income homebuyers initially, but they will remain affordable to buyers in the future. This will help ensure economic diversity in the Hillsdale neighborhood this. This project would also help close the minority homeownership gap as 80% of habitat buyers are households of color with an average annual income under \$40,000. Habitat also builds home to meet specific needs of families and 30% of our buyers have had a family member with a disability. In closing I would like to thank you for your consideration of this project that would help provide more than 100 people with stable affordable housing in a neighborhood with great schools, access to transit and nearby amenities.

Saltzman: Was this heard by the planning and sustainability commission?

Eckhart: No.

Saltzman: I want to personally thank you, greater Portland bible church, for being a true community facing church. From what you've done with habitat for humanity to sharing your facilities from everyone from frisbee golf to aa meetings. You are a center of the community and I thank you.

Brunton: Well, thank you. Didn't realize you were aware of that. Appreciate it.

Wheeler: I know dan is aware of that because he was standing right next to me at that key ceremony. We were commenting on the frisbee golf and we were concerned we hadn't brought our frisbees so we couldn't practice that day. That was a great project and I appreciate the good work you guys are trying to doing here. Commissioner Fritz?

Fritz: Do you still have a pastor who is one of the pastors' names is Amanda Fritz? Could you please apologize to her? She must have a dreadful time having to, there used to be somebody with the same name as me who was a pastor there and I have always looked for the opportunity to apologize. [laughter] embroiling her and besmirching her good name.

Wheeler: Thank you all three of you, next three, please. Good afternoon. Would you like to start?

Dean Vanderbush: Hello. I'm testifying in regards to 10840 southwest 55th avenue in west Portland park.

Wheeler: Can I get your name for the record?

Vanderbush: Dean vanderbush. I come before you today to request a zoning change in west Portland park block 1 from r10 to r7. West Portland park block 1 is unique, it's the only block in west Portland park that is zoned r10. This is causing a major problem for my daughter and me. We bought a lot in west Portland park block 1 but because it's zoned r10 we're not allowed to build a home on the lot. This is a good, buildable lot according to city planners and we consulted with them before buying the lot and they said there shouldn't be any problem with building on it, but we later discovered through the zoning that it can't be built on because unless -- this whole block was owned by the land developer a few months in July 26, 1979. As you probably know there's a rule in the zoning that prohibits building a home on a lot if it was ever under the same ownership as an abutting property after July 26, 1979. So under the current zoning because the land developer owned the entire block for a few months after July '79 our lot must sit vacant forever. As you can

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imagine this is a terrible disappointment to my daughter and me. If the commissioners change the zoning for this block from r10 to r7, there are two provisions in the zoning that would allow us to build a home. If the zoning is not changed the lot will remain vacant forever so I'm requesting that the commissioners change the zoning from r10 to r7, as I said before, block 1 is the only block in all of west Portland park that is zoned r10, and most of the lots are between 5,000 and 8,000 square feet. City planners have told me that the lot sizes are more consistent with an r7 or even r5 zoning than r10.

Eudaly: What's the size of your lot?

Vanderbush: 6,850 square feet.

Fritz: It was 10840 southwest 55th?

Vanderbush: Yes.

Fritz: Was this taken to the planning commission?

Vanderbush: No. This is a new amendment request.

Fritz: Thank you.

Wheeler: Thank you. Good afternoon.

Gina Vanderbush: Good afternoon. My name is Gina vanderbush, I'm also speaking for 10840 southwest 55th avenue. My father dean Vanderbush and I as you just heard purchased a piece of property in west Portland park hoping to build a house on it. Unfortunately because block 1 is zoned r10 we cannot build. I'm requesting that you change the zoning in block 1 from r10 to r7 so that we can build a home. I would like to also emphasize the huge impact building a home will have on my life. I'm 25 years old, I'm Oregon state grad and have been a Portland resident since 2016. This piece of property is an opportunity for me to invest in my future and stand on my own two feet. My father and my father before him have built homes for their families and it's a tradition for us to do this once or twice in our lifetime. I would like to continue this tradition and settle down in Portland. Building a home on this property would be a life achievement for me. Generally speaking, previous generations were able to save money, buy a home and create a family future on their own. Now it's different. People my age cannot buy a home without going into crippling debt. It's very difficult for most people in metropolitan areas with an average salary to save money for a home because of high rent prices. Our lot is within the urban growth boundary and developing on it would be consistent with urban growth principles of keeping commerce, transportation, housing within city limits. As a person who holds a degree in natural resources and soil science I understand the effects of development has on the environment. We're not asking for any open land to be developed, it's an already existing lot. We're not asking for financial help or services either. I appreciate your consideration of my request. Thank you very much for your time.

Wheeler: Thank you.

Fritz: Just to clarify you haven't owned another lot in this area?

Gina Vanderbush: No.

Fritz: This is the only lot you own.

Dean Vanderbush: Yes.

Fritz: What's the cross street?

Dean Vanderbush: Southwest 55th avenue and there's a private access road that allows access for the property. It's this little block here. Here's highway 5 and there's an alleyway, private drive that allows access for these lots.

Fritz: I'll look into it.

Dean Vanderbush: Thank you.

Wheeler: Thank you both. Good afternoon.

Lou Montgomery: Good afternoon, my name is Lou Montgomery, I'm here representing some property owners that have property at 6416 north Greeley avenue. This is their property here and these are proposed zone change to cm1, so their lot is directly abutting

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commercial and also directly across the street from commercial property. They have been in the Portland community for over 50 years now. They raised their family here. Palmer, the owner, grew up on north Webster, his father, he's very proud of his father being a Portland police officer for 17 years. His fiancé's family grew newspaper st. John's. So like I said, I'm asking that this property be changed to the cm1, the mixed use. Some of the characteristics of the cm1 is that it is a commercial mixed use zone normally in areas with lower density and this property currently is r5. Most of the buildings they expect to be about three stories tall. I looked on the Greeley street corridor study and it's really interesting to see that under the categories at the bottom of that study it shows that 0% of mixed use commercial and residential is in this corridor. This is also about 1.5 miles from the university of Portland, so what the owners are hoping to do is to develop this property with doing affordable living upstairs and mixed commercial downstairs, or the main level. They thought that could be possibly student housing and also more affordable housing for anyone has lives in this area. So we really appreciate your consideration on this. They plan on staying here, their kids are getting ready to go to college and they hope to keep this in their family but they would like to see the avenue turned into a mixed use. Thank you.

Wheeler: Thank you. Next three, please.

Wheeler: Good afternoon. Would you like to start, sir?

Scott Dougherty: Sure. Scott Dougherty here representing 1809 northwest Davis street at the corner of northwest 18th avenue. I'm here to request that the council consider a comprehensive plan and zoning map change for a quarter block property located at 1809 northwest Davis. The property is currently used as a dental office and surface parking lot. The comprehensive plan change would be proposed from high density multi-dwelling to mixed use urban center, and the zone map change would be from r.h. to cm3. The property is owned by my father john Dougherty. The dental practice occupying the office space was owned by my father until 2017 when I purchased it from him. We're a third generation family dental practice serving the Portland area for 75 years with over 40 years in our current location. Our central location with easy access and on site parking are extremely important assets to the business. Moving locations would create a significant hardship on the existing dental practice in the form of downtime and access for our patient if we move out of our central location. The current rh zone limits long term growth prospects and presents significant barriers to our ability to expand our business at this location. If the building were to be lost to a catastrophic event our current zoning would make it difficult or impossible to rebuild the dental office as it exists currently. The proposed cm3 zone would allow the office building and Dougherty dental, the practice, to be permitted outright. Lastly the 20,000 square foot surface parking lot abutting my father's property to the west owned by trinity cathedral due to our long-standing mutually beneficial relationship when it comes to parking during the week and on the weekend, we have ongoing discussions related to coordinated redevelopment of both properties with potential for medical office space and shared parking structure. Thank you very much for your consideration.

Wheeler: Thank you. Good afternoon.

Gary Okamoto: Good afternoon. My name is Gary Okamoto. Thank you for listening to my testimony, city commissioners, mayor wheeler.

Wheeler: Thanks for being here.

Okamoto: I would like to bring your attention today to focus on a property at 5505 southeast 28th avenue. Right across from reed college in the east moreland area. Earlier last year when I received some notices about the need in Portland for expanded industrial areas, I guess that's the comprehensive plan, I saw it how impacted my property and in this case the properties underdeveloped or not developed, so at the western side of 67 feet of it it's undeveloped. I didn't think too much of it at the time. However, in talking to

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Marty Stockton earlier this year about expanding some potential commercial or residential activities or buildings on the property, I was told that the existing store, that's a fruit and vegetable store, is in fact a nonconforming situation. Hearing that, I contacted the store operator, Mr. Daniels here, and told him about this concern of nonconforming status. Currently the site is residential 2 and my request today is for the city council to consider changing the zoning from r2 to cm1. Little bit of history, the property I purchased from my grandparents' estate six years ago. They first purchased the property in 1949 and have operated the moreland market at that site for 40 years. Afterwards Mr. Daniels has been operating -- continuing to operate that store under the name very good produce. So we would like to first of all request the cm1 change so that Mr. Daniels can viably operate his business and continue to do so for him, his wife and his son, and for me to also be in conformance with current zoning and also in the future to consider food cart or sort of a short-term goal because right now there's sporadic food carts in industrial zones that under the comprehensive plan in that specific area there's enough property there, one acre, that could have food courts or food trucks plus in the near future my plan based upon the requirement of investment could actually help solve Portland's issues with low-income housing, college student housing, since it's next to reed college, also housing for senior citizens like my mother. Thank you for your time.

Wheeler: Perfect timing. Thank you. Good afternoon.

Gary Daniels: Good afternoon. My name is Gary Daniels. He covered all my testimony, but I was just going to add that in 1928, in May, Giuseppe Polina tried to get this changed because he started the fruit tent. So, it's been in operation for 90 years and not only is it for my benefit to support my family, the community seems to really appreciate that you can get produce from the local farmers brought into Portland. That's just my main thing. I would like to keep operating it, and I didn't realize we were on a revocable permit after 90 years but evidently we still are.

Wheeler: Commissioner Fritz.

Fritz: Have you visited the neighborhood association to ask for their support?

Okamoto: Not yet but we're basically an island because there's ravelli's which is next to the golf course, then everything else is reed college.

Fritz: I would encourage you to look at the neighborhood association, pull it up on Portland maps and it will tell you what the neighborhood association is. Go talk with them because when we vote on these things it goes a lot better if the neighborhood association supports the proposal and it sounds like this is a valued institution. So I certainly would appreciate getting a letter from them saying they support it.

Okamoto: For clarification that would be the east moreland neighborhood association or reed college?

Fritz: The neighborhood association. If you go to Portlandmaps.com it will tell you what your neighborhood association is for that address if you put it in.

Fish: Marty said she would give you the skinny on it.

Okamoto: Thank you.

Wheeler: Next three, please. Good afternoon. Would you like to start?

Julie Cantonwine: Sure. I'm here to support Mr. Okamoto. Couple months ago I decided to come back from Maryland and do business in Portland. I have been doing business in Portland for the last couple of decades. I'm a chef and I wanted to open a restaurant in Portland and financially it's going to be a little bit out of reach. So in order to bring our Cuban hand pie bull cart using fresh food ingredients and be able to open it next to the very good produce stand would actually be a wonderful place to do business and we do support local farmers and we locally source our food and produce and our meats. So I am here to support Mr. Okamoto and Mr. Gary with the food produce stand because I think it's a great idea and it's a great area. It's right across the street from reed college. I love the

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story behind how the land became and the whole story about how this produce stand has been operating on this revocable thing for 90 years. It really should stay there. It's definitely a community staple there. So that's all.

Wheeler: Thank you. Good afternoon, sir.

Mac Smith: Good afternoon. My name is mac smith, I'm talking about the 2125 northwest 33rd avenue in Willamette heights. There's a buffer zone there and they are talking about coming closer within ten feet of that particular property. I live a couple houses up. This issue was settled at one time before in the '90s and because they were going to put a truck stop there which would include a lot of pollution, et cetera. I'm a chemist and I have worked with all the state and local labs on air quality and water, et cetera, this is a geologically unstable hillside, it has silt at seven and 11 feet. It had a landslide that closed the St. Helens highway in the '50s. It separates our particular 100-year-old neighborhood from becoming an annex of the industrial zone. Changing the buffer designation puts us in the same visual auditory and environmental hazard as if we lived in the industrial zone. There there's three springs on the west side of the street. They have been there for years and there's also a spring on the eastern side of that particular property. There's also a sewage opening that is cleaned out on a regular basis, so there's a lot of things going on. The present buffer zone being kind of -- it has I would say has trees, bushes, everything that's there. It's not a very stable piece of property and it would require quite a bit of work. I guess as a chemist I'm worried about the pollution and et cetera. They have some quite a few places that repair trucks along the way, and this would probably include something of that nature. They were thinking about a truck stop where they would do fueling, repair, et cetera. I just wish you would reconsider this. It would disturb a lot of things in that particular area.

Wheeler: Thank you, sir. Appreciate your testimony. Good afternoon.

Penelope Smith: Hi. My name is Penelope smith and Mac is my husband and I represent the Willamette heights association. We're very concerned about this area because the present buffer zone barely keeps out the noise from St. Helens road including trains and the commercial noise from the other side of the road and the road itself. There would be more noise pollution from business and from St. Helens road with less of a buffer zone if that was developed, which it would be very hard to develop it because it has so many creeks running through it and has lots and lots of vegetation, a lot of wildlife uses that area and environmentally it would be a disaster if that was really developed. It would really lower the value of our homes if it was put into a development where it was a commercial business that added a lot of pollution. If the business had anything to do with diesel repair or truck stoppages there would be a tremendous amount of pollution with or without the buffer zone. The value of our houses would take a full hit with all of the above houses. I mentioned whomever wants to build there could care less, we kind of feel this is more about money and we can't understand why anyone would want to develop that with all that's going on in that area. It's such a steep incline we don't know how they would be able to do it without building a huge wall which would not really prevent a landslide because it's such a steep incline. So that is our concern. We would like you to reconsider keeping the buffer zone that's there presently and has been there. This was settled in the '90s now it's come up again that somebody wants to develop that area. Thank you for your time.

Wheeler: Thank you. Appreciate all three of you. Good afternoon. Would you like to start sir?

Jason Leonard: I'm Jason Leonard I just found out about this a couple hours ago so I don't have much prepared. I own the building on 3587 northeast Prescott. It's an old grocery store building built in the '20s and from the '70s until I bought it in 2013 it was run by an upholstery business. Now I run my poster restoration business out of it, Affiche studio and gallery. The reason I found out about this is I'm in the middle of a land use

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review trying to expand on top and it was brought up that potentially it could be up for rezoning so I got in under the wire a couple hours ago. I think it makes sense to change it from nonconforming to a cr, I just learned about cr today, but I did a little research and basically just anything I do in there as nonconforming status is very tricky. It's always been a commercial building. It's a unique spot in the neighborhood, I spent a lot of time and energy restoring it. It's a unique thing in the neighborhood and I just think for even for the future makes sense to have a conforming status.

Fritz: I don't remember what cr is. What kind of use do you want allowed on it?

Leonard: Well, now I'm forgetting a little bit. It's basically commercial residential mixed use.

Fritz: Okay.

Leonard: I mostly just run my private studio but sometimes do gallery event. I would like to do more for the neighborhood. Everybody that talks to me about the building wishes more was happening in there or just they like the building and I think it would make things easier for expansion too. Nonconforming is very tricky to go through the land use review.

Eudaly: So just straight cr zoning doesn't come with a specific height limit. Building height is intended to be compatible with scale of surrounding residentially zoned areas. So how high are those surrounding?

Leonard: Everything in a block radius is older two-story house, but beyond that there's a lot of new development that is definitely 30 feet. A lot of new construction. So this is what I have been running into with the land use review because I was under the assumption I could do 30 feet so I have been designing it based on that, but they say it's too high even though it's the allowable height so I have been trying to bring it back down to 22, which would be the size of a two-story house.

Eudaly: I'm familiar with this property and with Affiche studios. It's an interesting little anomaly in this neighborhood along Prescott. There are not a lot of commercial opportunities.

Leonard: Prescott is a pretty major thoroughfare. It really could have been like a lot of these other pockets like 30th and Killingsworth where it ended up being a four-corner business. It's an old brick building. The house next to it actually the guy who lives there his grandparents built that house and this building. I'm friends with him but he's told me a lot about the history of it, but for whatever reason it just became a one-building corner. Prescott gets a lot of traffic. It's this walkable thoroughfare to wiltshire park so I get a lot of foot traffic. It's been there for 90 years.

Fritz: I would suggest you contact Marty Stockton and have a chat with her about specifically what the right zone would be. As I have said to other people, going to the neighborhood association since you just thought about it would be good to get their support before we make our decision.

Leonard: Definitely.

Wheeler: Thank you. Good afternoon.

Jeff Carr: Good afternoon, mayor, commissioners. My name is Jeff Carr, I'm the ceo of Albertina Kerr and I'm here to support commissioner Fish's amendment related to our property. We have an historic property which is our headquarters in northeast Portland at 424 northeast 22nd. During the new plan that was developed our historic property was upgraded to cm3 zone and we have two parcels at 2307 northeast Flanders that is a parking lot and thrift store. It's been there since 1920's pretty much as its own campus. So the two parcels that are not part of the historic building parcel were remaining r1. We would like to have those consistently zoned all cm3. The reason that's important, we didn't realize this was all happening until we were looking into actually how we are going to restore our building. We are presently in the process of developing 120 units of affordable housing for our work force to try to target low wage workers in our campus on 162nd

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between halsey and glisan. We would love the opportunity to actually consider developing this property in the future to increase the stock of affordable housing for work force folks in our community. We would respectfully hope you'll support the commissioner's --

Fish: Colleagues, I'm new to this conversation. Some people that we highly regard in the community have started to think about this and the concept that really has drawn me in is that we have nonprofit providers in our community that are land rich and are currently having trouble recruiting people for certain positions because of the housing market. The idea that Albertina Kerr and others are thinking about what if we leveraged land on our campus to build affordable housing so we could offer someone not just a job but a place to live that's also conveniently located. There are a multitude of nonprofit entities that are in the same situation where they are competing for work force that's being pushed out of the community that are rich in land and it seemed to me that it's a very big discussion that we ought to start engaging. I can't think of a better synergy with our climate action goals and many of our other values to have these developments on site. There are some legal issues to work out. I don't know how the fair housing act applies. There are specific legal provisions that say you can build senior housing, therefore restricted to seniors. I don't know about employers building housing that's then deemed benefit that they offer employees. That's a legal question. I do think the concept of leveraging that resource and having people live and work in close proximity is brilliant. I hope it's something that we can find a way to support and at Albertina Kerr is in the front of the line in the queue in terms of wanting to test this assumption.

Carr: I appreciate that commissioner. We actually our goal is to test this on our campus in Gresham. I wish we were on the east side of 162nd we would be technically in the city, but on our Gresham campus we got a planning grant from the Meyer memorial trust specifically to bring together five of the six largest nonprofit human service organizations in Oregon who are all struggling with the same issue. We're in the process of identifying the parts of our property through this grant that could be available for housing and actually I had a meeting yesterday. You were talking about churches yesterday. There are six Methodist churches that gave me their property addresses and so with the partnership with Gerding Edlen we are looking at all of these parcels and looking at what we think we could actually develop in terms of the numbers of units of affordable housing and essentially use our land that we own outright as equity to put into the deals and then figure out how to use a combination of low income tax credits and traditional funding and then find equity financing that would enable us to bridge that gap to build targeted work force housing.

Fish: By the way just one last comment, there are plenty of employers in town that as part of a recruitment strategy offer incentives where they will help with down payments to buy a home. When my wife got out of graduate school and was thinking about her first teaching jobs one of the questions she asked employers was does it come with housing on campus. Is there family friendly housing and employers increasingly can answer yes to that are in a more competitive position. The concept is worthy of exploring.

Carr: We surveyed our 700 plus employees and got a 44% response rate. Over 300 responses. 60% of people we surveyed said we're thinking about doing this. 60% of our employees said if you did it we really would like to take advantage of it. It really demonstrated to our board that there's a significant need out there amongst our low wage employees.

Eudaly: This is r12 what?

Carr: Our historic building is cm3.

Fish: R1 to cm3.

Eudaly: Am I correct that we don't -- it doesn't seem there's no minimum or maximum density associated with the commercial mixed use, so we can give the zoning but we can't compel a minimum density?

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Carr: You're asking the wrong person. I did talk to Marty about this.

Eudaly: I'm kind of looking at staff for a nod, sorry. We can take it offline, its just really interesting because the residential zoning does come with maximum? I'm just curious how many we can squeeze in.

Carr: it's my understanding what we can develop right now on the parking lot. Essentially we can't use the cm3 zoning for our historic building because we can't knock it down So it's really worthless on that property, but if we switch from r1 to cm3 on the parking lot and the other thrift store building I believe it goes from enabling us to build about 19 units of housing upwards of 277 depending on probably a little less than that based on the setbacks and things like that.

Eudaly: but you're not going to get rid of the thrift store are you?

Carr: We have loyal thrift store shoppers so we're not suggesting that we're going to rid ourself --

Fish: I think I hear a Friendly amendment.

Wheeler: I'm going to say this and move this along.

Rich Rodgers: Good afternoon. Mayor, commissioners, thanks for the opportunity to be here today. I'm Rich Rogers with community development partners, we are affordable housing developers, we have a portfolio of 1200 units spread over 15 communities and we have about 600 more actively in the pipeline here in Portland today. I'm here to talk about a couple of parcels right across the street from each other on Mallory and northeast Alberta. The addresses are 126 northeast Alberta and 126 w-i northeast Alberta which is the parking lot attached to the ib across the street. The staff report refers to one of my initial requests related to both, but I'll speak to both of them quickly. On the parking lot we're requesting the zone change to cm2. This is a parcel that's a couple blocks off mlk, a couple blocks off the Vancouver-Williams couplet, there's a lot of activity there, we feel this will just stitch that nicely. We propose this parcel as one of four residential or mixed use buildings that include apartments that will encompass 160 units spread along Alberta from Mallory to northeast 27th. 100% affordable with affordable commercial space on the ground floor and that's the request for the mixed use zoning. We're in talks with bicep the black investment corporation for economic progress about managing and hopefully owning the ground floor affordable commercial space so that nonprofits and aspiring business owners can retain and establish and deepen some connection to a community that's been heavily gentrified. The housing will be aligned with the city's north northeast preference policy and essentially we need the change to make the affordable commercial work and in order for our performer to pencil out on the total 160 unit project across the four sites. The other site that we're requesting a zone change on is right across the street. That's the former Mallory avenue Baptist church that is now the Alberta alley we own that as well. It's been functioning for a few years as a community art center providing affordable art space and performance space for a variety of tenants. Our intent is to move our small offices into it but breathe more life into it so that it better fulfills its mission of providing affordable art space. Our request there is simply that the zoning be made a community facility. It's a historic church that was built in the '40s. We're going to apply for historic tax credits and fix it up under that rubric and keep the historic nature of the facility but hopefully continue to use it and breathe more life into it as a community space. We anticipate using it as a location for resident services for the residents of our community, providing college age arts instruction as well as performance space for the community at large.

Wheeler: thank you, all three of you. Appreciate it. Good afternoon. Would you like to start?

Larisa Zimmerman: I don't know, I'm nervous.

Wheeler: don't be.

Zimmerman: Good afternoon. My name is Larisa zimmerman and I'm here to oppose map

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change number 1799 Fremont and Mississippi zone changing from cm2 to cm3. I'm not here representing anybody but myself but I am a poor resident of Portland, Oregon with family roots going back multiple generations on both sides here in the State of Oregon. I've worked low paying service jobs my entire life and so when I was able to finally purchase my own house about 15 years ago when they were throwing loans at people who probably shouldn't have been able to get them I was not surprised that I was able to buy in the Albina neighborhood, Mississippi. The area has traditionally low-income housing because of the historic institutions of racism that date back to the red lining that occurred after the van port flood and exodus and I ask that you all please keep in mind that visionary plans about the future of Portland have often been experienced by that neighborhood of north and northeast Portland as acts of violence. The i-5 development in the early 60's, memorial coliseum, expansion of Emanuel hospital basically one piece piece at a time destroyed what was a thriving african-american commercial neighborhood. There was also urban renewal in the 1960s removing houses that were deemed blighted, neglect by law enforcement and investors, so that black residents were unable to invest in their own properties so I moved into this neighborhood and discovered that what I now understand is I was part of the first wave of white gentrification. Black families are leaving and are now busing their children to attend the Boise Elliot grade school from out in the numbers. So what is being done to keep diversity to keep this neighborhood a place where people like myself or people who have been there longer than I have who can't compete economically with the development that is actually happening all around us? Just to bring it back to the particular parcels of land they currently contains a low housing complex, which as John Ross pointed out our neighbors and a single-family home that is a rental property. That woman who lives in that house has already been given her eviction notice, they are planning on selling the property, the low-income housing is going to go away. I would love to see more low-income housing in my neighborhood and I would really prefer not to have a seven story high-rise condo at the end of my block. There's going to be one across the street, they're in the process of building it, but in that transition phase it would be nice if it just stepped down a little before you got to the one story houses like the one I live in.

Thank you.

Wheeler: thank you.

Eudaly: I have a couple questions. So this is currently r 25 it was previously recommended for cm2 and now we're moving to cm3, did I get that right?

Zimmerman: That's my understanding but I'm not good at this planning talk.

Eudaly: So the current owner of that affordable housing development is pcri and you said the affordable housing was going to go away. Are you saying that's their intent to sell?

Zimmerman: my understanding is they intend to sell the property and put in at this point I believe it's four stories and then the cm3 would allow them to take it as high as seven.

Eudaly: That was my confusion because earlier testimony stated that pcri doesn't intend to build to the full height allowances of cm3. So I was just wondering who was lobbying for cm3 versus cm2 but I guess we'll find out from the planning bureau.

Wheeler: thank you for your testimony. Good afternoon.

Mel Hafsos: Good afternoon to all of you. My name is Mel Hafsos. My partner and I own a property in southeast Portland, 1135 southeast 80th avenue in montavilla/ mount tabor and what we have is a business residential zoned residential right now. It's a grocery store small neighborhood grocery store that has been in existence since the early 1920s. It has been operating as a grocery store from that time to have even today and what we have is something of an incredible part of our neighborhood that we have recently realized some of the worries that have been thrown around are relic, Mayberry fictional community, and even the statement in evidentable forces that are at work. As you see we have been there for 22 years plus, I'm no longer 45 years old, I am no longer completely healthy and the

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word gentrification had no meaning to me until it was on my doorstep. And I realized that well perhaps what would be the best thing not for necessarily us but for our neighborhood, because we not only work in our neighborhood but a block away we have a home. What would be best for our neighborhood, and we have asked that and we have perhaps come to the realization that maybe it is time for us to move into another direction but what we have is such a gift to the neighborhood that maybe we need to make it something that somebody really wants to hold on to and I think what that would be is maybe not mayberry but perhaps something with a little different classification that would allow a person to carry it to the in the case step. And we feel that we have been given a gift and being able to stay there for 24 years but perhaps it is time, but I think with a different zoning and an opportunity to perhaps take it to the next level is something we need to give thought to and I would appreciate consideration and in 22 years I just want to say thank you city of Portland for allowing us to experience what we've experienced and the planning commission and all the information and help that they've been. I thank you all. It's been a delight.

Wheeler: thank you for coming.

Fritz: Just to clarify, what's the zone now and what do you want it to be.

Hafsos: pardon me?

Fritz: What is your zone now and what would you like it to be.

Hafsos: It is r 5.

Fritz: what would you like it to be?

Hafsos: Its my understanding according to Marty that it's c -- rc, I believe commercial residential. We have that now. We have a house on the property along with a separate store.

Fritz: so you're happy with whatever the planning commission said it should be; is that correct?

Hafsos: Well, unsure but I think what needs to happen is some kind of a definite something so we know we can do and what we can't do.

Fritz: thank you very much.

Hafsos: thank you again.

Wheeler Thank you, good afternoon.

Christopher Roesing: Good afternoon. My name is Christopher Roesing, I would like to express my objection to the rezoning of 9131 north Lombard to commercial mixed use this is change number 1848. I own in the 110-year-old bungalow across the street at 9130 north Lombard and I have for ten years. The city and Portland bureau of transportation actioned have already nearly turned entire block into a commercial enterprise, my neighborhood to the left is already zoned commercial zoned mixed use and had it property confiscated to expand a turn so the semi that is coming in from river gate can pass through easier. This was reduced two lots into one as it cannot sell as individual lots anymore under city ordinance because they are now too small, you can only sell to developers at any current market price. Right now he offer's affordable rental housing but not for long. My neighbor to the right is an apartment complex full of renters who are unlikely to complain to city hall about zoning differences. Now the city proposed to rezone the house across the street which also as a neighbor an apartment complex which I've for 10 years I've seen no one except ethic minorities and single mothers live in and between that and print to wall proposals it seems the city proposed to make it safer for single homeowners who airbnb rather than rent rooms while simultaneously sacrificing affordable section 8 and affordable housing to developers one building at a time, reflecting what she said earlier. So this looks like a back room zoning done from behind a desk with little input and insufficient thought given to the residents of the area I propose the city rejects the rezoning of 9131 north Lombard or at least rezone my property so I can sell it after you've

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turned my entire block into the property of corporations and I'm surrounded by antiseptic concrete and glass commercial ventures with an excessive stream of semitrucks going by because no one will want to live there. Additional note's since I have time according to the mixed use urban center designation of the comprehensive plan the proposed zoning change for number 1848 development will be pedestrian oriented with a strong emphasis on design and street level activity. However thanks to the action of pbot which I believe was over the objections of the St. Johns neighborhood association this particular corner is a major thoroughfare for commercial truck traffic from river gate averaging now several hundred semis an hour during business hours. It's one of the least safe intersection in the city for pedestrians. So the definition of a zoning proposal and the actions of pbot seem to be in direct contradiction to one another which is further evidence of the lack of foresight and study in this proposal. The main point is the block is a mess, this zoning doesn't make sense and I would like the council to consider it.

Wheeler: Thank you. Karla we're down to the last ten, is that correct?

Moore-Love: Yes.

Wheeler: Very good. Good afternoon would you like to kick us off?

Miles Sisk: Sure. My name is miles and I'm speaking on 1717 and 1800, the changes around the Hollywood region and I am in support of keeping those rh 4.1. For disclosure I also manage Felicia Williams campaign for council seat three, just so that's aware although I'm not going to be speaking on anything related to that today. So I want to talk about density in that region as was mentioned before by previous testimony. Hollywood is a major transit section in this city and this is the type of place in the city where we should be building higher density housing but more specifically I want to speak on my concerns about the constant defense of single family housing in the city. Here's any major concern. You're on Portland city council you're making decisions now that we're going to be living with here in Portland for the next 40, 50, 60 years, and that why I come here is there's a very good chance that I'll be here in 40, 50, 60 years from now and one of the major concerns I see with single family housing in Portland in general is I view it as being dynasty housing. We're not going to stop seeing growth in Portland, people are not going to stop moving here. It's not just economic factors it's not just Portlandia, it's not evil developers, its climate change. People are being driven to the region, California is a tinder box, we're not in a bubble its not going to pop. Its only gonna keep getting more and more expensive and I have to ask myself in 40 years are these single family housing units that we're fighting to defend, what are they going to look like? Who's going to live in them? Right now I only see it being one of two types. People that come from out of the city that can afford million dollar bungalows in north Portland in 20, 30 years since the demand is just going to keep drive thing things up if we don't meet it with supply or the families of the people who currently own this housing. There's not room for anybody new, there's not room for anybody young. So I just wanted to express my concern in general with that concept especially in areas like Hollywood, which are major transit oriented places where we should have higher density housing. That's really all I have to say.

Wheeler: Awesome. Thank you. Good afternoon.

Barry Smith: Hi my name is Barry smith I'm an architect here in Portland and I work with a lot of home builders, small developers and property owners in this space outside central city. We've been auditing the 2035 plan and the subsequent changes to the mix use zone and the residential zone and what we've been finding is that when we start adding the modeling that is helping protect neighborhoods from these higher density areas of development, we're not able to capture all the floor to area ratio that's available. We're barely get to the bass zone floor the area ratio and in the mixed use areas the bonuses all come from inclusionary housing. I submitted testimony to the to the planning commission to look at some areas of the cities where we might use the tools in the 2035 plans in the

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overlay zones like urban corridors and urban centers like Hollywood, glisan, stark. I submitted one for 82nd and woodstock to the southern boundary of the city and I think we need to revisit the entire southwest community plan again. I think its really hurt a lot of efforts on that side of town. This is probably my request is a city planner full employment act. I support the -- the refinement that's going through but I think we're going to need to continue to revisit our neighborhoods and start adding tools so we can get thing like greater building heights where it's appropriate to capture that space that we can deliver as affordable. We by the way are one of the first three projects, we have a project on 54th and woodstock, which was one of the first three projects in the first round of inclusionary housing approvals and my clients went through quite a gambit and the core folks at the housing bureau went through quite an ordeal trying to figure out what to do. And I think it might be good for the council to reach out to some of the people that have gotten inclusionary housing approved and are under construction to ask them how to make the process go faster, smoother. A lot of people are trying to avoid doing this, I think it's the future particularly when it's tied to bonus densities where it may not be tied anywhere else and we ought to figure out a way to capture it.

Wheeler: good afternoon.

Silas Beebe: I'm silos Beebe I'm here to testify about property number 1728 which is 2425 northwest st. Helens road. I'm a fifth generation Portlander, spent most of any 44 years here in this neighborhood and seen it gone through extensive redevelopment. My family's worked hard to maintain their livability of our beloved neighbored, city and region. Myself and dozens of my neighbors have also testified, urge you to retain the buffer designation for the lot or at least provide some sort of amendment additional overlay protection or conservation easement of something to maintain the production that it offers to many adjacent homes. The site serves as the sole and minimal buffer between homes with many families and children and the air and noise pollution of heavy industry and highway that are already so close. Removing the buffer overlay allows most kinds of industrial work outside and inside manufacturing, railyards, diesel repair, warehousing, chemical treatments et cetera and reduces setbacks down to zero feet from the back of a residential lot and five feet from the side of a lot and there's a lot of homes that would be directly affected if they had a manufacturing or industry zero feet from the back of their lot with families. The specific site in the neighborhood in general has a long history of land slides and some homes nearby are already condemned because of slides up there on Thurman. There are three small streams running through the site that increase the likelihood of slides and make development more difficult. The city zones northwest hills natural areas protection plan sites the environmental and energy benefits of maintaining the natural habitat on this site and notes the sighting of many bird and animal species and neighbors like myself can attest to frequent sightings of animals in this forested trip, you see deer, coyote, skunk, racoons, palliated wood peckers, bald eagles, owls, many more. And the northwest hills natural areas protection plan, I can read a couple excerpts from that. The environmental consequences section says "resource protection of this area would result in positive consequences. These consequences include protection of site as ground water recharge area, protection of habitat for native wildlife and habitat interspersion with the balch creek ecosystem. Protection of forest and watershed resource values including clean water, air pollution and micro climate air ration. Also resource protection result positive consequences for energy reduction and industrial residential energy consumption for heating and cooling systems, transportation or infrastructure use would result in energy savings" and those are direct quotes from the city's own natural areas protection plan.

Wheeler: thank you. Next three, please. Greetings. Welcome.

Doug Capps: thank you. So mayor and members of the council I'm Doug Capps. Member of trinity episcopal cathedral. Member of a parking study committee which started this

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whole process for us that brought us to where we are now. With me is Ross Cornelius, John Spencer is in the audience available to answer any questions. We're here on number 1821, the map revision project and study or report. Trinity is located at northwest 19th between Davis and Everett. It's main cathedral is and it is a half block surface parking lot on northwest 19th on the east side of 19th. That particular parcel is zoned high density residential today. We need increased parking capacity to accommodate Trinity's growth. So the commercial zoning that would occur in this process will help make it possible to provide and expand services to our membership, to the neighborhood around us, and to the community at large. We're contemplating a mixed use commercial development with structure parking. I want to mention that we've been in communication with NWDA the planning community district association on this proposed change. We're committed to a collaborative process with the neighborhood to assure that whatever our development plans turn out to be they will meet the needs of the community and I also want to mention that we support another request that you heard about earlier of an adjacent property on the owner Dougherty dental. Their property is adjacent to this parking lot, they have parking we share the parking today back and forth with them to ours during the week, ours to them on the weekend and evenings. And we support that in the event that it will help facilitate a possible joint development with the dental office since we are contemplating medical offices in the mixed use project that we're looking at and with that I was going to turn it over to Ross just to add a couple of things to it.

Wheeler: thank you.

Ross Cornelius: hello. Commissioners I'm Ross Cornelius a member of Trinity for over 30 years now. Been working with Doug and a number of parishioners to figure out our parking challenges and how we do that on the current rezoned RH lot across the street. It's been difficult to figure out how to add parking and get the housing built at the same time. I've spent my whole career in housing development and affordable housing development and very keen to that issue. The benefit of the zone change that we're proposing on the half block across the street is that we're currently parked on two other lots, that Trinity owns to the east or to the west and south that are quarter blocks that are also zoned RH and those are jammed parking on Sunday mornings. The whole neighborhood down there is very full of parking and being able to put the parking that we're accommodating on all these different surface lots over into one spot frees up those other lots for future development and so we're sort of on a phased approach here. We got to solve our parking needs first, but it does allow the opportunity to contemplate further development on Trinity's other sites which we're excited about and Commissioner Fish mentioned the synergy between the churches and religious institutions in the city and the potential of 17 development. We've heard a lot from our parishioners particularly elderly parishioners that have the want and desire to live close. Trinity is kind of a cultural center as well as a religious institution and many people who've been there for a long time want to live closer and participate in the rich arts and music and food programs that we have. So this allows us our first step towards hopefully as a second step providing housing for them as well as potentially for some of the employees of Trinity.

Saltzman: So I'm unclear it's presently zoned RH and you're asking it to be rezoned to what.

Cornelius: To CM3 on the half block across from the cathedral.

Wheeler: Great. Thank you both. Good afternoon sir.

Erik Ojala: Good afternoon. My name is Erik Ojala and you heard from Dean and Gina Vanderbush earlier today. I'm here to support them in their request for a zoning change for this block in West Portland Park subdivision, it's in the Crestwood neighborhood, I believe. And my mother owns a lot nearby, or on the same block, and there are a total of seven properties there. Five of them have been built on these two lots are vacant currently, but

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with the current zoning being r10 dean Vanderbush was requesting that it be changed to r7. This would allow these two properties to be built on -- this would benefit infill housing. These properties close to i-5, so they're lower cost so it's going to be you know, a very conducive for a first time home buyers and originally this property that my mother owns was buildable back in early 1980s. My father purchased it, he was intending to build a house on it and he actually did get a grant for a permit, though because of the recession that came about he did not pull that permit. And then late 80s my father passed away and my mother's been trying to sell that property ever since then without success. We have an offer on it currently and but it will not sell unless it's developable. And under the rules that were evidently brought about in early 1990s that is not possible because of those rule changes and so we're requesting that this zoning be changed to r7. And as I said, none of these properties meet the r10 square footages that this is zoned currently and the properties range from I think the smallest being 5,000 square feet. My mother's 92 years old, she doesn't speak English very well, so I'm here on her behalf as well. It would greatly benefit her. She's been paying taxes on these for all these years and it's been a financial drain, quite frankly for her. It would benefit her to -- he does not have a huge income so she's on a fixed income, and so this would greatly benefit her.

Fritz: you give us the address of the property again please.

Ojala: The address?

Fritz: Yes please.

Ojala: 10810 southwest 55th.

Fritz: and is this north or south of the freeway.

Ojala: It's west of the freeway in that location is. I guess it's northwest of the freeway.

Fritz: and its in the crest wood neighborhood?

Ojala: Yes.

Fritz: Have you talked to the neighborhood association?

Ojala: I have not. This came about quite recently actually. We understood that -- so there's not a -- what is it, a change request currently listed for this.

Fritz: And this sounds like this is an area, its not just a single lot like we heard about previously there's several lots with this same problem.

Ojala: Well, there's a total of seven lots on this block. And if -- and ours is -- my mothers is one and dean Vanderbush's is the other one and.

Fritz: And those are the two affected by this.

Ojala: they're the only ones that could be developed now as infill.

Fritz: Thank you.

Wheeler: Thank you, sir. Thank you all three of you. Thanks for coming in. Next three. Good afternoon.

Stu Smucker: My name is Stu Smucker. As set forth in the recommended draft to the map refinement project, the property located at 2425 northwest St. Helens road, received more public testimony than any other property affected by the map refinement project. In October last year 27 people weighed in regarding removal of the buffer from that property. The testimony was unanimous. All 27 people opposed removal of the buffer. Not a single person, not even the owner of the property weigh in supporting removal of the buffer. Not a single person not even the owner of the property weighed in supporting removal of the buffer, the three reasons given on page 21 of the recommended draft of the map refinement project for removing the buffer none of the reasons pertain to specific properties. The overarching rationale appears to be that the buffer needs to be removed for citywide consistency. This property has unique characteristics. First it has free streams on it, second it has an unusually steep slope and sandy soil as set forth in expert testimony submitted to the city in 1991. I do not believe the expert opinions offer 20 plus years ago, and the unanimous voiced of 27 land owners and residents offered five months ago should

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be disregarded. Some of the people who oppose removal of the buffer have lived in this neighborhood for decades. In light of the unanimous opposition to the city's proposal, I submit that the buffer should remain on the St. Helens property.

Fritz: thank you.

Wheeler: thank you very much. Good afternoon.

Sam Noble: Good afternoon mayor, commissioners, my name is Sam noble I live in the mt. Tabor neighborhood right at 62nd and stark and I'm here to talk about two properties under consideration in this proposal. the first is at 511 southeast 60th, which is at the intersection of southeast 60th and stark. It's to the west of my house, it's downhill. I understand the housing bureau owns it so in many ways I recognize what I'm about to say is mostly for the commissioner in charge of the housing bureau which I believe is you Mr. mayor because I fully support the zone change that the planning bureau proposes. I think the city needs a lot more subsidized housing and this is a really good place for it, it's entirely possible this is a three story building on this site could affect any view I'm not really concerned about that. What I am concerned about though is that the in the interior of the mt. Tabor neighborhood there are very few kind of four corners things you these through the city. There are very few areas where we have a confluence of little commercial pockets where you could ever have anything that grows into useful commercial services for a neighborhood, and right now this site I believe is used as a daycare by the ymca and I think that's great those services are hard to come by. The thing that I'm asking for here is for council or you Mr. Mayor to encourage in the strongest possible way that the housing bureau maintain some kind of service to the neighborhood on the ground floor. Something that keeps the street active would be fantastic. The current daycare service is great and then as much housing as you can get above it but what's important to me is that this little commercial area that is two blocks from my house not wither and die because right now housing is more valuable than commercial services or just because of the way the mission of the housing bureau encourages one particular outcome. So the second site I want to talk about is a few blocks from my old house in the buckman neighborhood. It's 2438 southeast main street I think you heard a little other testimony about the site. I've lived in the Buckman neighborhood for nine years. I walked up that street by accident several times. This particular site ends in a cul-de-sac so it's always a frustrating memorable experience to be up there because you have to turn around to get back. It's a grossly underdeveloped site with a really weird configuration that doesn't make any sense on a map that says this is a single family area. So I encourage you to accept the planning bureau's proposal or go further and observe that since the site is mostly empty, that it might be appropriate to zone the whole lot r1. Thank you very much.

Wheeler: thank you for your testimony. Appreciate it. Good afternoon.

Tad Everhart: Good afternoon mayor and counselors. My name is tad ever hart, I'm here with Peggy curl, we both live on southeast 59th court and I'm speaking regards to map change 1662 as Mr. Noble did. We wanted to point out that we own the properties west of your property where the bottom of a steep slope that's approximately two stories tall. we welcome redevelopment. We think the school probably is not safe especially for children so we're looking forward to redevelopment and we especially welcome affordable housing. It's a great site with schools and good transit so it's going to be an asset. We're also appreciative of the fact the cities the developer are with nonprofits. We hope for much better development than we see with a for profit developer. We're 10 neighbors, we're a pretty close neighborhood around a one block cul-de-sac street and we're not here in opposition but we are here with concern and we've met with two it's mt. Tabor neighborhood association a couple of times. They're writing a letter in support sharing the same concerns and the concerns are twofold. First of all it is a very steep hill side and so we're roughly two stories below your site. If you build a tall building with a big mass we

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would get even less light. It wouldn't be so bad but to the south of us we have the same situation, a two story steep slope with a three story apartment building. So Portland we're dark and cloudy most of the year, light is a precious commodity, we hope you don't shut off too much of it and we respect that you have to do a balancing act here but please keep this in mind. The other concern is the intersection and this is probably one of the intersections that you struggle with because it's a confluence of history where two streets were apparently developed at different times so they're not aligned, southeast court where it intersects stark, but it's also at the top of the hill. The result is people racing down the hill or racing up the hill so they don't have to stop. So high speeds misaligned, no turn lanes at all, people go out of the middle of the intersection and their life is in their hands, quite frankly. So I don't know if this is opportunity to use some of your land to try to fix that intersection but I think it's only an amount of time before we have a fatal accident if we haven't already had one there. So our concerns are twofold. Don't make the intersection worse with development that's perhaps too much for site, but also consider using the possibility of using the site to realign the streets.

Wheeler: And you say there's a letter of forthcoming.

Everhart: I have a letter from our neighborhood of ten houses but we met with Stephanie Stewart, and the mt. Tabor neighborhood association voted unanimously to write a letter of concern.

Wheeler: Very good. I appreciate that. Thanks all three of you. Last one is that correct?

Moore-Love: Right.

Wheeler: Last but not least. Good morning.

Christyne Marten: Good afternoon, mayor and commissioners thank you very much for your time this afternoon. My name is it Christyne Marten and I own a house at 3435 northwest Vaughn, and some of my neighbors from Willamette heights have already done a great job talking to you about their concerns. I'm here today to voice my concern that the bureau of planning and sustainability is planning to remove all buffer zones. This includes a lot at 2425 northwest St. Helens road. A buffer that separates the industrial zone from the residential zone of Willamette heights. Please carefully review the history and the futures of this property because of the three creeks and the steep slope which can be 25 degrees in some spots this is a geologically unstable hillside. It has a long history of landslides, it is vital to allow the vegetation on the property to grow to prevent erosion. This area should remain a conservation overlay. Please make an exception and retain our buffer designation, thank you.

Wheeler: Thank you for your testimony. So could we ask our staff to come up. That concludes the formal hearing and I'll give the formal language in a minute, but I did note that there were burning questions that people wanted to have answered today while we have the staff here.

Fish: I have a procedural questions.

Wheeler: Commissioner Fish.

Fish: I have a staff person who along with me has been keeping a running list of people come up and give us particular tax lots or addresses and been thoughtful about their issue and some for me I need more information than for others just in terms of follow up. What's the next step? You've been making the list too so what do we get next from you that help us sort this out.

Marty Stockton, Bureau of Planning and Sustainability: So you have two staff reports before you or staff memos one dated march 8th and one dated march 13th. So there's more information in the staff reports. At some point when there's the close of the public record I do want to have the consolidated list of all the public testimony that we have received before council so that's in the work so that would be a forthcoming staff memo. As far as specific information regarding tax laws or sites I think it's going to have to be a

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conversation that we have between your office and how I can kind of assist because there are a lot of sites that we're tracking right now and I may not necessarily cover it in a forthcoming staff memo. So I need to know what sites you're curious about.

Fish: we could in a follow-up meeting just go through our list.

Stockton: that would be great.

Fish: I will tell you though because we've been doing all this comprehensive plan stuff and central city 2035, we find it incredibly helpful to have a recommendation from you as to -- in two respects. One is this a major or minor thing because sometimes some of these strike me as being very technical in nature or correct a problem or correct an inequity. Some of them seem to have a broader policy question. Some actually had some pushback, so where there's some disagreement in the community. So that sort of taking out the ones that are more technical and yea this is a legacy issue or historical issue and we think it's fine that's helpful and then flagging the ones that you think are the bigger policy questions. I put an amendment in with Albertina Kerr so presumably that's a policy question and there's a couple questions we have to ask about that, but I would say we welcome any guidance from you and if there's things that you I won't say take off the table or essentially say that in a normal proceeding we consider these consent items as you have done in other proceedings, Eric. That's helpful to me because if you don't think they're a big deal then that's helpful. If it is a contested or out of sequence or raises policy question then we're going to ask you to help us understand the underlying question. Does that make sense?

Stockton: Absolutely.

Eric Engstrom, Bureau of Planning and Sustainability: Sounds like we can do a wrap up memo that has a consolidated list of everything in play and we can try to sort it the way you described.

Fish: The one you think are no big deal we reserve the right to disagree with you, but when you do that it's always helpful for us to figure out what's the technical fix versus what has a bigger implication.

Stockton: What we did before the sustainability commission is we did have a technical wrap up memo and then working with the commission, we had -- you probably recognize the format that we had our big amendments chart that we're working through, but I think we have right now the April 4th meeting on the schedule for further deliberation. I don't know at this time how much time we have for that meeting, but I definitely would want to work with you and prioritize what we're going to be talking about at that meeting.

Wheeler: Sounds like you're going to have to do the round robin with the offices because I'm sure we'll each individually have lots of question given the testimony we have had today. Commissioner Saltzman?

Saltzman: Is it incumbent upon us at this point to bring forward any issues that we resonated with? Do we need to bring those forward?

Stockton: Yeah.

Wheeler: Let me give the formal language just so we have that on the record. So we have concluded obviously our hearing today on the 2035 central -- the 2035 comprehensive plan, the map refinement project. The oral record is now officially closed, the written record is going to remain open until Friday March 16th at 5:00 p.m. I will ask my fellow commissioners to propose any amendments they may have by March 30. We'll come back on Wednesday April 4th to deliberate and to vote on amendments. So that concludes the formal business portion and puts on the record the dates.

Lauren King, Deputy City Attorney: we have a time on April 4?

Moore-Love: It will now be 2:15.

King: It's a time certain?

Moore-Love: Yes.

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King: Ok.

Wheeler: 2:15, time certain on April 4 and this will all be noticed.

Stockton: Karla do we have a duration of time? Do we have an hour or 90 minutes?

Moore-Love: It depends how long council wants to go in the afternoon.

Wheeler: We love this this stuff.

Fritz: Is that the only thing on it?

Moore-Love: There's nothing else.

Fritz: Can I make a slight suggestion? You said that the written record closes Friday March 16th at 5 p.m. I hope this stuff is not going to stop at 5:05 and work all weekend on it. Would it make any difference to you if we make it Monday at 8:00 in the morning? Because a lot of people might want to do it over the weekend.

Stockton: We have no preference.

Wheeler: Any objections?

Eudaly: I think that sounds great it will give the neighborhood associations an opportunity.

Wheeler: So commissioner Fritz suggested rather than closing the written record at 5:00 p.m. on March 16th since we're not expecting the staff to work all weekend let's keep the record open until Monday. At what time commissioner?

Fritz: I said eight because that's the opening of business, I think Joe Zehnder is nodding.

Wheeler: So 8:00 a.m.

Fritz: staff doesn't -- the time for staff processing doesn't change. Just makes it very clear we want you to take that weekend off.

Wheeler: So the where I happen record is going to remain open until Monday march 19th.

Fish: Can I ask one other question mayor? Its directed to commissioner Fritz because I was paying close attention to some of your questions and I appreciated that you offered the guidance to a number of people to go to the neighborhood association and see whether this is a controversial proposal or not. But you also said in a couple of instances you raised the question of whether this had come through the planning bureau or was coming directly to us and I would benefit from just having a preliminary understanding of your view of the significance of that distinction.

Fritz: Its just how much vetting has it had by our citizen advisory body, even with the staffs very well laid out list of amendments it seems to me without having had time to look through it at least two or three new requests which you haven't heard before so certainly I would want to get their opinion on that. It's not that it has to go to the planning commission, but clearly people can come in at the somebody minute and they just did. It just, where there is a planning commission recommendation I would like to know what it was, if it hasn't been considered then its up to us to try to figure it out ourselves. And on the same line can I ask a follow-up question? Will you then notice any request that is new today? Because you had mentioned that you will tell the nearby neighbors. Will you do this for any new requests that came in?

Engstrom: Typically at this stage we wouldn't because there's not another hearing scheduled so there wouldn't be an opportunity for further debate.

Fritz: I wonder if once you've done your memo you can send it to the neighborhood coalition so at least they could have the opportunity to look through that.

Stockton: Absolutely. We can do that and if you'll notice in the staff reports the way I organized the tables is a I did it alphabetical by neighborhood association. Just for ease of looking at a glance.

Fritz: I did notice that. Thank you its very helpful.

Engstrom: One other thing I want to mention because it came up several times is the topic of religious institutions and housing and how can we coordinate with that dynamic came up and I wanted to mention that bps actually did seek and was awarded a grant from metro using some construction excise tax dollars to work on a project that will help

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troubleshoot that issue and figure out if there's ways we can facilitate that kind of work.

Fritz: I wanted to mention also that my questions about having been to the neighborhood association, doesn't mean the neighborhood association has the agree. It's just commissioner Fish will remember that -- this is a glimpse for our new colleagues. We spend multiple days before our hearings, going through -- I mean imagine doing this all through the city, every single lot people coming in. We did that and so to the extent, it's in the media that says neighbors are opposed to all development. What we found was a lot of the time the neighbors came in and said absolutely this fits and I would imagine several of the requests we heard today would get support from the community. As commissioner Fish said if everybody is fine with the proposal then that's good information for me to perhaps not worry so much about it.

Fish: By the way I have vivid memories of those hearings because one of the things that stuck out is someone would be at that chair and talking about the property on this corner with the fire hydrant in front, and Charlie would say actually that fire hydrant has been moved to the southeast corner and you come in and say no actually you're thinking about two blocks down, this is the street that has the dry cleaner on it, and at that point my head would explode.

Fritz: As is usual for our colleagues.

Fish: The level of detail that you brought was enormously helpful.

Engstrom: Thank you.

Wheeler: All right. Anything else? Last words? Very good.

Fritz: One more thing.

Eudaly: I wanted to thank everyone that came in to testify today because it was a really pleasant session, and very informative and I just appreciate how thoughtful everyone was and I didn't hear anyone really come in advocating strictly for their own benefit. There have a lot of recognition of community benefit and need for affordable housing and I really appreciated it. So thank you.

Fritz: And I just started to catch the planning bug. I think it would be helpful for all of us, certainly for me is if you can give us a memo about the buffer zone, what are we losing, what are we getting, is it really an even exchange or not.

Stockton: Absolutely. And I've already flagged that as some we'll probably want to talk about it at our April 4th deliberation as well.

Fritz: If you could get that to us ahead of time I would appreciate being able to read it, thank you very much.

Wheeler: thank you everybody. We're adjourned.

At 4:25 p.m. council recessed.

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.**

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2:00 PM

Wheeler: Thursday, March 15, 2018 afternoon session of the Portland city council. Karla, please call the roll.

Fritz: Here. **Fish:** Here. **Saltzman:** Here. **Eudaly:** Here. **Wheeler:** Here.

Denis Vannier, Senior Deputy City Attorney: Welcome to the Portland city council. The city council represents all Portlanders and meets to do the city's business. The presiding officer preserves order and decorum during city council meetings so that everyone can feel welcome, comfortable, respect and safe. To participate in city council meetings you may sign up in advance with the council clerk's office for communication to briefly speak about any subject, you may also sign up for public testimony on resolutions or the first readings of ordinances. Your testimony should address the matter being considered at the time. When testifying, please state your name for the record, your address is not necessary. Please disclose -- I'm sorry. Please disclose if you are a lobbyist. If you are representing an organization, please identify it. The presiding officer determines the length of testimony. Individuals generally have three minutes to testify unless otherwise stated. When you have 30 seconds left, a yellow light goes on. When your time is done, a red light goes on. If you are in the audience and would like to show your support for something that is said, please feel free to do a thumbs up, and if you want to express that you do not support something, please feel free to do a thumbs down. Disruptive conduct such as shouting or interrupting testimony or council deliberations will not be allowed. If there are disruptions a warning will be given that further disruption may result in the person being ejected from the remainder of the meeting. After being ejected a person who fails to leave the meeting is subject to arrest for trespass. Thank you for helping your fellow Portlanders feel welcome, comfortable, respected and safe.

Wheeler: Thank you very much and just one quick bit of housekeeping before we get to this afternoons item. If there is anybody here waiting or is here early for the time certain related to the central city 2035 plan, that is actually going to be moved to March 22nd and we will do that at the time certain, but if you are here for that, it's not going to happen today. So with that could you please, Karla, read our item.

Item 258.

Wheeler: Commissioner Fritz.

Fritz: Thank you, mayor and thank you everybody for being here. The city of Portland purchased the original 4.78 acres of forest acres from Amos King for \$32,624. Some people are against this purchase given it was already surrounded by wood lands, now of course the Washington park is a gem in the park system, serving not only Portlanders, but regional, national and international visitors. In 1903 Washington park was included in the John Charles Olmstead park master plan for Portland. He noted in his report, it was called city park at that time, already the capacity of city park is taxed almost to its utmost on holidays and pleasant Sundays in summer. Portland parks and recreation completed the original master plan for the park in 1981. Many issues have been identified in the 1981 master plan, still exist today 35 years later, due to the location and the wonderful facilities we have. The main themes include multi modal transportation to and through the park, park entrances, pedestrian paths linking the two ends of the park, eliminating views and

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parking issues. Now we have a 480-acre park which includes the most valued attractions in our city, the international rose test garden just that celebrated a 100 year anniversary, Portland Japanese garden, the Oregon zoo, the Portland children's museum, the world forestry center and the Hoyt Arboretum as well as the rest of the park upper region as well as the rest of the park. Over 3 million Portlanders, regional, national and international visitors come to the park every year. This updated Washington park master plan is both inspirational and forward thinking. It comes in three phases to transform the visitors experiences. The plan focuses on three key things, creating an identity, you know when you arrive in Washington park, reestablishing the iconic views, access to nature, memorials, cultural activities and places to play, improve access both to and within the park. The plan reduces the dominance of cars, maintains the current 1400 paid parking spots, encourages people to take public transportation to the park and once into the park to go by shuttle, foot or bike. And thirdly, enhance the visitors' experience. There is a wide range of amenities that meet the needs of diverse groups and support the cultural organizations in the park. So with that introduction I will turn it over to parks director Mike Abbate.

Mike Abbate, Director, Portland Parks and Recreation: Thank you, commissioner and mayor, members of council. Mike Abbate director of Portland parks and recreation, I am thrilled to be here today to share with you a long range vision for one of the city's most iconic and important parks. I am joined today by senior city planner Emily Roth who was the project manager for the project, and I want to continue with the commissioner started, which is kind of the setting. Washington park sits high astride the east facing slopes of the west hills, it's been a civic landmark for Portland for nearly 150 years. It's a place to escape the hustle and bustle of the city life, finding solitude as you enter the trails, among the tall firs and rhododendrons, its also a place to enjoy the multi colored jewels of the international rose test garden, the world class Japanese garden, and let's not forget the views. The park has provided a true urban overlook since 1871. If anyone park captures both the history and the future of the city of roses, it's indeed Washington park. In 2012 with commissioner Fish's leadership, council made a bold decision to address the parking and transportation problems in Washington park head on. They approved paid parking for Washington park and also committed to investing 100% of the revenue into solving the congestion issues plaguing the park, its partners, its neighbors and its visitors. In 2014 the parking meters went live and with the help of the newly formed transportation management association of the park, now called explore Washington park, we have been reaping the benefits in four short years private automobile trips to Washington park have dropped 22%. Transit ridership has grown 66% and park attendance has continued to rise. Just last year in our summer season we saw an 8% growth in attendance in the park. Linking the two ends of the park the south entrance by the zoo and the north at the gardens is a significant move in this plan. Today we started this work with the free shuttle, paid for by that parking revenue, which links more than 130,000 visitors each summer from the max stop to all the attractions in the park. Today we are here to present the master plan update for your acceptance. This is the community's vision for the park in the future. The plan sets forth the concepts for updating and transforming the entire park into one that is truly world-class. One that provides a stunning setting for the individual jewels currently within the park. It paints the overall desired future and then describes how to achieve this over multiple phases and years. One of the goals of the Washington park master plan update is, quote, "to fulfill the potential for Washington park to become a world-class park valued for inspirational beauty, areas of respite, recreation, health and vitality". It's clear that a world-class park is easy to get to, its easy to get around, it minimizes conflicts between private vehicles and pedestrians, it's a place to decompress from everyday stresses by taking a walk in nature, an opportunity to explore and discover with each new experience in the

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park, and a world-class park has something for everyone, from toddlers to teenagers, from 20 somethings to 90 somethings. It must engage, inspire, and refresh every generation and cultural background of visitors. The park enhancements and proposed changes reflect the feedback that Portland parks and recreation received from the public through online surveys and open house. Russian, Vietnamese and Spanish speaking focus groups, the cultural institutions in the park, the champions committee, Portland park staff, neighbors, explore Washington park board and staff. Overall there's strong support for the proposed changes to Washington park, but as in all plans choices had to be made so no individual or institutions got everything they wanted. Another goal is to make Washington park easy to get to and move through once there, this update sets the park up for the future the next 20 to 30 years. As commissioner mentioned there is currently 1400 auto parking spaces in the park. This plan maintains that number of total parking spaces at 1400, acknowledging that visitors will still drive to the park and even if more parking was provided there would never be enough. Thus, we looked at alternative transportation that people will use to get to the park in the future, transit ride share, future autonomous vehicles and once in the park moving around by foot, bicycle, trimet bus or shuttle. We moved private vehicles to the edges of the park and by doing so created more space for park plazas, spaces, gardens while eliminating conflicts between pedestrians, bicycles and cars. Before we go forward, I want to really acknowledge the great work on this master plan by a local award winning Portland landscape architecture firm place studio, and particularly Charlie Brucker, Jocelyn Bates and Sarah Canepa who are here with us today. Now Emily, our project manager, will give the highlights of the plan.

Emily Roth, Portland Parks and Recreation: Thank you. Can I get the PowerPoint?

Fish: Thank you very much.

Roth: Thank you. Good afternoon, mayor wheeler and city commissioners.

Wheeler: Good afternoon.

Roth: There are a few new faces on the city council since we were here about two years ago to get approval for the consultant contract to develop this plan. I should be saying the proverbial I have a few more gray hairs since this planning process began, but lucky for me the women in my family they don't turn gray until their late 60s or early 70s. I am here today as a project manager for the Washington park master plan update. I am representing the team and my colleagues that worked with me on this master plan. Oops, I lost a slide. There we go. As you heard from commissioner Fritz and director Abbate Washington park is our most visited park in the city with over 3 million park users per year. It is enjoyed by neighbors from recreation and respite, and regional and international visitors. In this iconic park we have world-class gardens, the zoo, which is owned and operated by metro, Hoyt arboretum with 6,000 species of plants, the Portland children's museum, world forestry center, all in the southern end of the park as you can see up here. In the northern and -- excuse me. We also have trails, playgrounds and natural areas that connect the park to the westside wildlife corridor that runs from forest park to Tryon creek.

******:** Could you move away from the mic?

Roth: Yes, sorry. Excuse me. We have world class gardens, international rose test garden, Portland Japanese garden also at the north end of the park. Washington park is served by the max, trimet bus line 63, over 1400 paid parking spaces and during the spring and summer a very popular free shuttle to move visitors around the park. There are also congestions and parking problems in the park.

Abbate: What do you think?

Roth: We started the process with the technical investigation to understand the state of the park. The cultural history, landslide areas, structural stability, access problems, and ecological health were some of the items included. Then we started the planning process. We tabled in the park, we tabled the local farmers market, conducted three online surveys,

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had a party in the park, held three focus groups in Spanish, Vietnamese and Russian and even tailgated one afternoon in the park, speaking to everybody who came by, handing out popsicles and cold glasses of water that day. We listened to Portlanders, visitors and neighbors throughout the process. We went to neighborhood associations, explore Washington park board and cultural institution board meetings. The plan you are about to see reflects the enhancements and new amenities that we heard are needed or if added would enhance the park for our visitors and Portlanders. Of course we could not add or approve everything that people asked for. For example, we had a suggestion for an aerial tram from goose hollow to the international rose test garden as a way to move people. It's not included in this plan, but maybe 40 years from now. We formed a champion committee to guide us through the planning process. They created the goals of the plan and made sure we were inclusive in all our outreach, that we talk to and heard from people throughout Portland, including underserved and immigrant communities that often don't come to the park. They also reviewed the plan at every stage giving us feedback and guidance. In all, we received over 2500 comments and responses throughout the process this helped shape what is in the plan update. The highlights of what we heard are we should maintain what we have first, reduce the dominance of cars in the park, create a regional trail through the park, restore and preserve natural areas, add a winter garden and build a canopy walk. The master plan itself is organized around odd numbers. Seven goals created by the champion committee, two which you have heard a world-class park and better access. The others includes showcase for horticulture excellence and preserve natural area integrity, connect people of all communities to the identified venues and activities. The park is well funded and supported, it adds economic vitality to the city and the region. It cultivates a rich educational, cultural and historic vitality and embraces the cultural diversity of its visitors and it regional community, it is resilient to extreme weather. There are five focus areas as shown on this slide, the arboretum area, the south entry, the parkway which connects the south entry with the garden area, and city park which was the original park and historic place of what the first acres of the park were. And we heard from the public that they wanted more information, so we have three hubs proposed, where you can get full information of the park at the south entry, at the arboretum, at the garden and as you heard from commissioner Fritz, we have three themes. Create identity, improve access and enhance visitor experience and finally in another group of three, we have three phases of implementation. Set the stage, solidify the vision and enhance the park. Our first theme is create identity. Washington park offers a broad range of experience that respects cultural and historic connections, maintains access to nature, play and views, and supports world-class cultural institution. The plan enhances the park's character and boundaries through creating gateways, restoring views and natural area enhancements. One of our first examples is to create -- recreate the original entrance to the park, which was actually off west Burnside at 24th. The bottom picture, this is what that looks like now, very overgrown, most people don't know it exists, its difficult to find, it is overgrown. However, it is used by pedestrians and cyclists connecting to northwest Portland, and the stairs will give you a great workout. As shown in this vignette, the entrance will be a neighborhood park connecting the city core with the park, and improved entrance for pedestrians, bicycles and perhaps an autonomous people mover. It is connected to trimet bus service. This enhanced gateway will welcome people from northwest Portland and the city core. All on public transportation, biking and by foot, this is a phase one project. Here is our next bold, big move, create identity. We propose significant changes in the garden area. The home to the international rose test garden and the Portland Japanese garden. Now this area is often defined by seasonal traffic congestion instead of beautiful gardens and views. By closing rose garden way to automobiles and bicycles and moving the tennis courts, there is an opportunity to create a cohesive garden experience from the international rose

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test garden to the Japanese garden. We will have additional gardens, including a winter garden in a bird friendly indoor facility that could have a small café, and the information hub. There will be a plaza and promenade at the entrance to the rose garden where visitors would enjoy a variety of local food, views of the gardens and downtown. This area would become dominated by visitors and Portlanders and not by private vehicles and congestions. It will be a showcase of horticultural excellence for everybody in our city and everybody who comes and visits. This is a phase two project. Our second theme as you've heard is improve access. Access is a major driver for the master plan update. This theme is defined by Washington park is a connected park, with improved circulation to and within the park. You can get out of your car and explore. The master plan update reduces the dominance of cars in the park, creates better transit and active transportation options. Connects the park to the region and emphasizes multiple ways to move through the park. The access and parking shown in this plan are concepts that we did look at 16 different scenarios before you see this one in the plan. We did our homework. The transportation management plan, the implementation step of this master plan, will look in detail at the feasibility of implementing that access and parking changes. Explore Washington park will lead that planning effort. Let's start with trails. The big idea is to create a 12-foot-wide paved, accessible trail that connects the south entry to the garden area, as shown in this picture. This proposed trail will follow the alignments of the railroad tracks outside of the zoo. The train now runs inside the zoo and will continue to do so. The train has not run outside of the zoo since 2014, due to structural failures and a landslide at the lower end of the route. This proposed trail will be a path through the forest for families, kids and individuals, to enjoy the park. It proposes seating and natural play spots along the trail. There is of course one caveat. At this time pp&r, metro and the zoo are exploring the feasibility of accommodating both the rail and the regional trail within the current line right-of-way. Other trail improvements in this plan include connection to the regional outside the plan, so that you can connect from Washington county through the park into Portland. Building additional accessible trails for more people to easily move around the park, and a connection to the pedestrian bridge over Burnside that will be built next year. What would the Washington park master plan update be if we didn't talk about parking? Just to reiterate, there are just over 1400 paid parking places in the park now, and there will be just over 1400 paid parking places when all three phases of the master plan are complete just rearranged in a few locations. The parking configuration shown in the plan is conceptual and will be refined within the transportation management plan. In the southern end of the park around the zoo, Portland children's museum, the world forestry center and the Vietnam memorial there are presently 949 paid spaces. This is also the area where the max stop is. The plan reconfigures the large parking lot b that's shown here, to allow room for proposed plaza around the max stop. The lot north of the max stop labeled c will include a drop-off area so we won't have so much congestion in front of the zoo and in phase three more parking will be built at the present location of the Portland children's museum. To be clear, the children's museum will stay in the park until their lease expires in 13 years or they find a new home. There is net gain of 31 spaces in the south entrance parking area, and as you can see from the diagram it will be changed in all three phases. Phase two is the garden area parking. This area is where the largest parking changes are proposed. To alleviate the congestion and conflicts between private vehicles, drop-offs, buses, bicycles and pedestrians, the plan proposes to remove the parking on southwest Kingston avenue and closing rose garden way to private vehicles and parking for the plaza we described earlier. The tennis courts will move down to the present field location, and on the two northern tennis courts an accessible parking lot and drop-off area will be constructed. The other tennis courts will be depaved to create garden area, including an indoor garden. The plan maintains parking on one side of southwest Sherwood from the

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rose garden to the new parking lot. A shuttle stop is proposed at the new parking tennis area, and there will be a walking trail to the garden area. This is also a great location for an autonomous people mover. There are now 399 parking spaces in this area, 368 are shown in the plan. Again, the transportation management plan will be examining the feasibility of the access and parking in this area as proposed. Improved access also means make it easy for people to move around the park. Presently from the explore Washington park 2007 visitors' survey report, 22% of visitors now take transit to the park and 8% use ride share if we look at the garden area, the mode split is 49% automobile, 25% transit, and 14% car share. Also we have 11.5% that walk or bicycle to the garden area. The most popular boarding stop for the shuttle is in the garden area, 43% of the boarding happens there with 57% visitors from outside of Oregon and Washington, so anywhere in the united states and international. Our visitors have figured out how to take the max, take car share, get to the park and use the free shuttle to go around, as have many, many Portlanders. Trends show automobile usage decreasing by 5% per year, 5% year after year, to as director Abbate said a new low of 63% with a strong growth in transit use. The plan continues to promote the use of people movers, public buses, free shuttles, one day a driverless mini bus. Either getting to the park or once in the park, these vehicles efficiently move people around the park. The Washington park free shuttle runs every seven minutes when there is no congestion. Moving cars to the edge will increase the efficiency of the shuttle and our visitor experience. Just take a moment here. Imagine taking max to the park, getting on the shuttle, stopping at Hoyt arboretum, then the garden area, catching a people mover to the west Burnside gateway, and then walking or grabbing bike town to riding to northwest Portland and downtown, all while your car if you happen to own one is parked in the driveway. Our third theme is enhanced visitor experience. This theme enhances Washington park for everyone, every day. The programming is affordable, diverse range of activities, economic viability of the parking and cultural institutions, the park is resilient and safe for staff and visitors. To enhance the visitor experience, one concept is the south garden entry plaza that would be directly connected to the trimet Les AuCoin plaza. Here you would arrive, step out of the max, elevator or be dropped off in a designated area, take the bus or drive your car and enter into a new linear garden plaza that would link from the Oregon zoo entry to the world forestry center and a new visitor hub. You will arrive at a park, not at a parking lot. There will be a shuttle, a bus stop and a location to ride for ride share. Visitors would have access to the zoo without crossing a street. The garden plaza will be a place to enjoy a picnic and take in the scene. What is a park without play? Play and programming makes the park come alive with music and with laughter. The importance of play, discovery and being outdoors are highlighted in many park studies. The plan proposes improvements to the amphitheater, including a new band shell or roof structure. We heard from many in the community that they would like to see additional free concerts and cultural events at the park, this would bring them from the eastside to Washington park. Four new tennis courts will be built to replace the ones in the garden area, the area will also include a restroom and picnic area. Updates to the children's playground are proposed to make it more accessible and fun. Outdoor venture built by the Portland children's museum will continue to be used as a public nature play and picnic area. As many people know, I am also the natural resources planner for our park system. I am passionate about protecting and enhancing urban natural areas for wildlife habitat and passive recreation. Natural areas enrich our city, especially as we continue to urbanize. The natural areas in this park are valued for habitat, wildlife and passive recreation. They are an integral connection to the westside wildlife corridors. They are a place for individual reflection or a place to enjoy time with friends and family, enjoying the flowers and leaf colors at the Hoyt arboretum or the chance to see a pileated woodpecker in our city. The importance of natural areas in the park are recognized in the

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plan update. Actions include enhancement to the ecological health of the forest by removing invasive species, planting more understories, trails maintained and rebuilt to our newest guidelines and standards and to make Washington park a dark sky park. Building a forest canopy was the most popular attraction that the public wanted added to the park. The plan calls for working with Hoyt arboretum friends to find an appropriate location that will balance protecting the trees and offering the opportunity for visitors to enjoy a treetop view of the forest. And there is an opportunity to add off road cycling, making Washington park part of the ride to ride opportunity being developed by the off road cycling plan at the bureau of planning and sustainability. And of course all of this comes with a price tag. As you can see creating identity, improving access and enhancing the visitors' experience means changes and improvements to the park. The master plan has three phases of implementation and cost. Phase one, set the stage, about \$24.5 million. Phase two, solidify the vision, approximately \$37.5 million. Phase three, enhance the park, approximately \$32 million. For a total cost of \$94 million, that includes both hard and soft costs and escalation. It will require a funding strategy and public/private partnerships to raise the funds to implement the vision shown in the plan for our most visited park within the city. I want to leave you with a vision of what this iconic park can become. It is a rainy winter day in Portland. You feel like being outside and grabbing a snack with friends, you walk into the park from west Burnside, through the enhanced cloud forest in Stearns Canyon, walk through the rose garden plaza, enjoy the Portland Japanese garden views, and the views of downtown. Come back to the newly opened winter garden and grass house. Have a cup of tea and a bite to eat. Listening to many different languages. Grab a ride share home. Sounds pretty nice, doesn't it? As I stated in the beginning, I am representing the staff and consultant team that created this plan. It takes a village. I would like everyone in the audience here who gave input in the plan to stand up. Everybody who gave input into the plan, please stand up.

*****: All right.

Roth: I want to be the first one to say, thank you very much. We could not have built this plan without you.

Abbate: And as Emily mentioned on this slide you will see many, many individuals from park staff, consultant team and the champions who supported this plan. Well, there is a long list of people, and our consultant team I mentioned place studios, but I want to mention Jean Lawson and her staff from JLA Public Involvement. They created and administered a unique and incredibly effective public outreach strategy. My colleagues in planning, public involvement, land stewardship, all the Portland parks folks who participated and champions. I have a list I am going to read them since they are not visible to you a list of the folks who have been involved for the past two years advising us.

*****: We can see them.

Abbate: Oh, you can see it?

Moore-Love: They can see it, it's just not up there.

Abbate: Joe Angel and Kimberly Bown.

Moore-Love: It's too dark out here Mike, but they can see it on their monitors.

Abbate: Okay got it.

Fritz: I would imagine people at home can see it as well.

Abbate: Okay. So at this point, council, we have several community members who would like to testify, and the first three represent that champions committee I just mentioned, so Kimberly Bown, Gretchen Hollands and John Russell.

Wheeler: Good presentation. Thank you. Good afternoon.

*****: Good afternoon, indeed.

Kimberly Bown: Okay. I'm start.

*****: Go ahead.

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Bown: Hello, council members, commissioner Fritz, director Abbate, thank you for the opportunity to be here. I am Kimberly Bown and in addition to serving on the champions committee I am one of Portland's royal rosarians serving as the mayor's ambassador for the goodwill for the city of roses. I am care taker for the international rose test garden, as president of the friends of rose garden and a Oregon state master gardener, I coordinate and join hundreds of volunteers leading tours, dead heading roses and visiting thousands of people who come from Portland and around the world. I am here to champion this plan's update and implementation. The updates vision and goals provide the critical overall guidance for the plan, but the key themes of creating identifying, improving access and enhancing visitor experience especially resonate and offer tangible focus for recommendations. I must admit my focus and bias for the gardens area of Washington park. However, the multi hub approach of a spread visitor services and information in three areas of Washington park is critical to linking the park together. It's thrilling to have the update include a regional trail along the old zoo train right-of-way. This will be a standout recreational offering and truly connect Washington parks south and north zones. The international rose test garden is one of the city's iconic sights and a manifestation of our moniker at the city of roses. The rose gardens sister the Japanese garden is also internationally renowned. The update creates a gardens area to appropriately focus implementation strategies to compliment both areas and their surroundings. The transportation and circulation needs of the gardens area are at a breaking point today or this summer. I advocate that the updates implementation schedule move all transportation related projects such as the gardens' lower parking lot and tennis and picnic area project into phase one. The rose garden way plaza project is a good proposal, but must accommodate vehicle drop off opportunities in immediate proximity to the rose garden for private, ride share, taxi vehicles and tour buses. Regarding visitor services, I applaud the recommendations for a gardens restrooms, in addition to one down at the amphitheater, and international visitor -- excuse me. An interim visitor center and a depot café. They will provide critical visitor needs which are sorely lacking today. Way finding and signage does need the highest implementation priority, a comprehensive way finding plan should consider or inform the visitor interpretive services and signage with the park's venues and cultural institutions. We have a most urgent need to develop these services within the international rose test garden and that will be complimented. Hand and hand with the updates improved amenities as it is absolutely vital that adequate Portland parks and recreation staffing is in place. The update addresses staffing for Portland's park and recreation, although it's unclear whether the phases are additional or cumulative. The rose garden is in immediate need of a horticulturist. Adequate Portland parks and rec staff is necessary while assuming there are strong and contributing volunteers and friends of groups. Partners and volunteers augment Portland park and rec staff, and adequate staff is critical in providing their direction and management. Additionally with the increase of visitor amenities, especially food options, the increase in the amount of trash volume must be matched with more park technicians. I was honored to serve on the updates champions committee and have been impressed with the quality of work by the Portland park and rec staff and the project team in place. The update lays out a vision for our beloved Washington park through its growth and challenges for the next 30 years. It represents a consensus of stakeholder input which was sometimes contradictory or competing, but regardless, all shared a common love and commitment to Washington park, I endorse the update and plead for an expeditious implementation.

Wheeler: Thank you.

Gretchen Hollands: I'm Gretchen Hollands. Thank you commissioner Fritz and the director Abbate for your leadership to create this plan and fund this work. My connection to the park is to Sylvan-Highlands neighborhood, we have been neighbors for 19 years but

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my love of the park reaches back to 1989 when I visited Portland as a tourist. The access to trails, native plants and birds so close to the city center was amazing. I had never seen anything like it, my husband and I hiked for miles, we saw Douglas squirrels, pileated woodpeckers, deer, coyotes, bunnies, once we saw an elk very lost, but unforgettable and I can't imagine a city where you can see that. It's within easy reach of the city, so we quit our jobs in Colorado, like many people, and moved here. So my perspective on this work is very personal and it was definitely work. We must commend project manager Emily Roth who has balanced conflicting interests and she provided us in the committee with mountains of technical information to consider. It was an excellent effort and the plan is the result of great work by many, many people through a complex process. The champions are a diverse group of professionals and volunteers who represent the business community, neighbors, explore Washington park, metro and other venues in the park and early in the process we agreed to a shared vision and goals, but creating that shared vision was not easy. There is a richness in the cultural institutions like the Japanese garden and the zoo for example that have their own visions and goals. There were different perspectives and some tension and we were fortunate to have I would say robust conversation, so but this is one of the reasons I join these efforts to be challenged and to hear different voices. Ultimately we found middle ground and common purpose in a great plan that I'm happy to champion, and I feel that the public input, which was solicited throughout the process was heard and did shape the final plan. In closing I want to highlight a few features, first in phase one the element to protect that experience with nature, the trail improvements, to the updated forest fire plan, I think we all saw this past summer the importance of having an updated forest fire plan, improved access to west Burnside and Stearns canyon will make a real difference in connecting people to the park and I am excited about that phase, too. Lastly managing and reducing the dominance of cars will help people slow down and appreciate this amazing park. This goal supports the investment the city has already made with vision zero, so I am very pleased about that. Thank you and I encourage you to support the plan.

Wheeler: Thank you.

John Russell: Mr. Mayor, members of council, I am John Russell and I would also like to thank commissioner Fritz and Mike Abbate for their leadership in this very important plan. I have some credibility to testify on this. I served on the champions committee from the beginning, as commissioner Fish knows for years I chaired the friends of Portland parks, I've served on the board of the Japanese garden society and like every parent and grandparent in Portland, the family and I have enjoyed the zoo. I would like to second the notion that transportation issues be moved up into the first phase. Emily spoke about two things listed as sort of far in the future. One is an aerial tram. If you have been to the San Diego zoo, one of the most famous zoos in the world, with a similar situation of vast size and an undulating layout, an aerial tram was a way to get from one end of the park to the other and autonomous vehicles are probably in the near future. What we were told there is a 2 or \$3 million annual revenue stream from the parking and that revenue stream needs to be split in the park. An ongoing reliable revenue stream lends itself to bonding, and it may be possible to jump start the improvements in the park with a capital you would get from a bonding program. But nonetheless I hope -- I endorse this plan and I hope you do, too. So thank you.

Wheeler: Thank you.

Fritz: Before Mike Abbate brings up the next panel, I want to move some minor amendments, that you have the change memo in front of you council, we did make a few minor changes since it was filed with the ordinance, include adding wording to emphasize the transportation management plan as the first steps to implement the plan. This was added to executive summary, the access section and the implementation chapter. I think

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everybody agrees that getting transportation management plan going is crucial as a next step. Number two, changing the graphic on page 53 to minimize the size of the glass house. When built the glass will be designed to a different size, so we wanted to have truth in advertising. On page 58 change the shuttle picture of the trimet bus in the park adding text that adds the trimet line 63 will continue to operate in the park, this bus route is an important connection from downtown, to the park and through the surrounding neighborhoods. The bus route will be determined in the transportation management plan, I am happy to note that we do have trimet support for continuing to provide service to the park, which was a misunderstanding in the community that people felt it wasn't going to happen, but it is. On page 59 we changed the subheading to trimet bus, park shuttle and people move, so I move that as a package of amendments.

Eudaly: Second.

Wheeler: We have a motion from commissioner Fritz, a second from commissioner Eudaly. We will leave that until after testimony if that's alright.

Fritz: That's great thank you.

Wheeler: perfect, thank you.

Abbate: I would like to invite Michael Wallace from Arlington heights neighborhood association and Kristin Shorey from Sylvan-Highlands neighborhood association.

Wheeler: Good afternoon.

Michael Wallace: Hello. I'm Michael Wallace.

Fritz: Push the button, please. We can leave the buttons on.

Wallace: Hello, I am Michael Wallace, president of the Arlington heights neighborhood association. Arlington heights is surrounded by Washington park on three sides and is therefore most directly affected by activities and development in the park, but more than geography, we are a group with strong ties to the park and consider ourselves stewards of this beautiful sanctuary. We know Washington park, we love Washington park and we want and master plan for Washington park. We have been following the plan's development in evolution and we appreciate Emily Roth and Victor Sanders and all the efforts the city has made to involve our neighbors near and far. We need a master plan. We know Washington park is changing. We need a master plan to guide the evolution of Washington park and we fully support the city's exquisite planning efforts.

Fritz: If you move the mic a little bit further away, it works better.

Wallace: Is that better?

Fritz: Yes.

Wheeler: About six inches. There you go.

Wallace: The current draft of the master plan is divided into three phases. Phase one for the first five years, phase two for the next ten and phase three after that. We do not support the proposals in phases two and three that create additional structures, add more pavement or allow for anything but the most basic commercial ventures. This kind of capital D development is detrimental to the very essence of Washington park. We applaud the focus of phase one, maintaining what is in the park now is crucial for keeping Washington park in a class of its own. Improvements to safety, way finding and accessibility will further this goal. We are particularly supportive of shifting vehicles out of the center of the park and improving access for people walking through the park. We support the protection and enhancement of natural areas and quiet spaces to allow people to connect with nature. Washington park is a place for people to walk, to view, to chat with friends, and to experience the nature that is so close to our downtown area. We must manage vehicle traffic and transportation, including congestion and parking. We have long recognized that managing traffic and transportation, particularly private vehicles, is the key to improving the overall park experience as we move ahead. A carefully crafted transportation management plan should have been a key part of the master plan update

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and we are glad to see that this item is included in the master plan's next steps. The transportation management plan should be based on public input and should focus on mode shifting, getting people out of private cars and onto public transit. It should be publicly reviewed before it is approved by city council. This must be done before any additional park construction or infrastructure is considered by city council. We must reduce the dominance of cars. We appreciate the plan's proposed efforts to improve vehicle circulation and reduce the dominance of cars in the park. Reducing or eliminating car traffic in the park should be a priority, along with improving pedestrian pathways and trails linking park areas. We can convert Kingston drive to a multimodal path. Removing private cars from southwest Kingston drive and converting it to a multimodal pedestrian, bicycle and shuttle path should be in phase one of the plan. This would eliminate a \$10 million line item from the phase one budget. The historic zoo train ride connecting the north and south ends of the park should be restored. The zoo train moves 350,000 people within the zoo annually. When the train routes links the north and south ends of the park it was popular, it always full and it was a significant factor in reducing congestion and traffic at the north end of the park. The park is for people, not for vehicles. We have yet to realize the long-term visitor impact from the reservoir improvement project and the congestion that this will create. To quote the master plan, the park should be a place where arriving without a car is easy. The park is for people, not for vehicles. Moving cars to the edges of Washington park creating a pedestrian and bicycle path separate from cars and increasing active transportation ranked as the highest priorities from those who participated in both the in-person and online surveys. We support sustainable design and environmental conservation. The overriding goal of any plan for Washington park must be to sustain its viability as a natural area for present and future generations. The master plan must prioritize sustainability and conservation over new development. There must be an ecological assessment of the park's natural areas and a plan to restore and preserve them. Park attractions are nothing without their natural setting in the woods. Every feature added to the park must be sustainable and maintainable to enhance the park experience. Managing fire and other potential dangers must be an important part of the plan well ahead of any development efforts. We must fund operations and maintenance. We want to stress maintaining the existing integrity of the park and focusing on its natural beauty. The problem of serious ongoing maintenance issues needs focus and resolution. Much of the operations and maintenance work to be done such as keeping existing trails in good condition, managing ivy, managing fallen trees and erosion, restoring and maintaining stormwater systems, preventing fire and enhancing safety, and providing way finding signage is not glamorous, but it must be carried out. The main goal of the plan must be to demonstrate superior stewardship of existing park resources and infrastructure. We must maintain the character of the park. We concur that Washington park stands out because of its physical beauty, diverse offerings of gardens, museums, zoo, arboretum, memorials, natural areas, trails and topography. We want to keep this physical beauty intact. We do not need food in the park, Portland has plenty of dining options minutes away from the park boundaries, we do not need food carts or other dining options inside the park. Can you imagine trying to stop and smell the roses with the odor of frying oil wafting through the air? One of the city's goals is to provide opportunities for Portland residents to improve their physical and mental health and well-being, and providing attractive parks is an important way to achieve this goal. Let me close with a quote from the Oregon historical society that captures the original vision for Washington park. The park provides, quote, "a sense of closeness to nature, removed from the clank and cluster of the city below". The spirit of the park is serene. As we plan for the future, let us not bring the city's clank and cluster into the park. Thank you.

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Wheeler: Could I ask a couple of follow up questions just for clarification purposes? You mentioned that if you took the Kingston drive and closed that, it would eliminate a \$10 million line item from phase one. Can you be more specific about which line item you are referring to? I don't see that on the phasing strategy.

Wallace: May I call on the fellow neighbor?

Wheeler: Sure.

Hillary Mackenzie: I think it's number 11 in phase one because it replaces the multimodal pathway.

Fritz: Could you come to the microphone so people at home can hear you? Thank you.

Wheeler: It's item --

Fritz: Otherwise we don't get the captioning. Please.

Wheeler: If you can state your name for the record.

Mackenzie: Hillary Mackenzie.

Wheeler: Thank you, Hillary.

Mackenzie: This suggestion replaces the multimodal pathway, which is removing the train tracks and putting the multimodal path in the current zoo train right away and there is discussion about sharing that. Our proposal is currently Kingston drive which is the long drive that connects the zoo and the rose gardens, be converted to the multimodal path. Right now it's two lane road, its very lightly used, the shuttle uses it uphill. You could easily generate a 12-foot wide multimodal path on Kingston drive and maintain the current shuttle routes and it saved that line item of \$10.2 million, line item 11, and that money could be spent restoring the train, for instance.

Wheeler: So this would eliminate the regional trail, which if I am looking at this correctly, goes all the way from the zoo to the Japanese garden, is that correct?

Mackenzie: And, right, it wouldn't eliminate it. It would put it where you see on the map under implementation phasing strategy, on the map item 10 is where Kingston drive is, which is already there, so it's the same route. It's just up maybe 30 feet in an elevation change and it also connects from the rose gardens to the zoo with very little change. I mean the paving is there.

Wheeler: Okay. That's helpful.

Mackenzie: And it's at grade.

Wheeler: Okay, I just wanted to make sure I understood and then the second if I understood your testimony you are obviously supportive of the portion of commissioner Fritz' amendment which emphasizes that the transportation management plan be the leadoff of phase one. Does that cover your other concerns provided -- you made some provisions, it needs to be a public process, it needs to be early. Does that satisfy your neighborhoods' concerns?

Wallace: Our neighborhood.

Moore-Love: Could you turn that microphone on and everybody just leave the microphones on.

Wheeler: Leave the mics on.

Wallace: I would say yes, transportation and the issues related to it are a key concern in our neighborhood and getting that transportation management plan right up at the front we feel is very important.

Wheeler: Very good.

Wallace: With as much public input as possible.

Wheeler: That's what I figured. I wanted to make sure.

Saltzman: Did you also say you wanted it adopted by the city council? Or am I putting words in your mouth.

Wallace: Sorry, the amended to the adopted.

Saltzman: The transportation management plan should come to council for adoption.

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Fritz: I think he said the community.

Wallace: What I said earlier is we very much support phase one. We I think would like to see a phased approach to this because during phase one, which is now five years, a lot of things could change and it seems sensible to go slowly so that adaptive changes can be made.

Fritz: Mr. Wilson, I am glad you emphasized that because I wanted to say when you were talking, well actually when Emily Roth was talking, we don't have \$92 million to do this.

Wallace: Yeah.

Fritz: We have very limited funding. It was mentioning we have the parking fees, but lest I know that the media is going to have on the headlines tomorrow that we are proposing \$92 million of expansion. That would be nice, and we are in a very constrained budget situation. So, no we are not going to be leaping ahead with implementing any of this in an expedited fashion, but what we will do, I think we all agree, that the transportation management plan is key to whatever comes next.

Fish: Can I just ask one question, too? And thank you for your testimony. I want to make sure I understand your view about food in the park. I am struck by the fact and maybe because I still have a young person at home, that when we go to parks, whether they are the parks in san diego, los angeles, new york, san francisco, wherever, we appreciate the fact that there are food options. It makes it more family friendly and in fact in most of the great parks that I visit there is all kinds of food options. So is your concern generically with food in the park or is it primarily with the picture we have in here of food trucks replacing what's now a tennis court?

Wallace: I would say that our concern is more generic. With food comes garbage, with food if it's in food carts comes exhaust from generators, rats are going to come when there is garbage, and there is food very close to the boundaries of the park. Portland is known as a food city, so it doesn't seem to us that it's necessary to bring food into the park when there is food nearby, and picnic baskets are certainly welcome, but we think having food in the park goes against kind of the more natural character of the park, particularly with the options that are close by.

Fish: Thank you.

Wheeler: Thank you for your testimony. Good afternoon.

Kristin Shorey: Good afternoon. Council and mayor, my name is Kristin shorey. I have been on the Sylvan-Highlands neighborhood association board since 2011 and I currently serve as president. Our neighborhood shares its long eastern border with the Hoyt arboretum, the Vietnam veterans' memorial, the forestry center, the children's museum and Washington park. And in 2011 and 2012, both Arlington heights and sylvan-highlands were invited to participate in a series of 18 strategic planning meetings about the future of Washington park, so that's when I began thinking about the future of Washington park. These meetings led to the creation of the Washington park tma, which is the nonprofit explore Washington park. Collaboration and transparency were further instilled in the stewardship of Washington park with the addition of two board members on the explore Washington park board from Sylvan-Highlands and Arlington neighborhoods as well as two public at large board members, thank you commissioner Fritz. Sylvan- highlands is delighted that this collaborative effort has continued throughout the process of creating a master plan to preserve and improve our beloved natural neighborhood park. Thank you to Emily Roth and all of their team and hard work in putting together this comprehensive plan and incorporating many thoughts and ideas expressed by the public. As the final version of phase one incorporated public feedback, we believe it is now a solid start to enhancing and strengthening the long-term vitality of the natural areas of the park. Sylvan-highlands is delighted with the additions of the natural protection, the dark sky initiative, the removal of invasive species and the addition of native plants and we look forward to seeing the

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data that will be collected from the explore Washington parks traffic study. Especially excited that it's being moved forward. With our changing, unpredictable climate we are very concerned about wildfire, so we are especially pleased that the resiliency plan is being put into place. One of the main goals of both Washington park and the master plan is to get people out of their cars. On page 42 of the master plan it states, moving cars to the edges of the Washington park creating a pedestrian and bicycle path separate from cars and increasing active transportation options ranked as the highest priorities from those who participated in both the in-person and online open houses. We strongly urge the council and parks to listen to the wishes of the citizens and adhere to the stated goals of the plan by closing Kingston boulevard to cars and use this existing road and grading for the multimodal path and the one-way shuttle route. This would allow the existing railway lines to bring back the historic beloved Washington park train. This alternative solution has many benefits. First and foremost it is fiscally responsible, as it utilizes existing grading and road improvements and can be done quickly. With the potential of saving millions of dollars from phase one. Secondly it meets the key goals of reducing cars in the park and encourages other modes of getting through the park, serving bicycles, pedestrians and the shuttle. And it restores a historical venue and allows several agencies to work together in its implementation, the train is a fun memorable alternative for getting between the north and south venues of the park. I have included an e-mail about the current state of the Washington park rail line from Don More, the director of the zoo in my submitted written testimony. He states that while the trail concept is appealing, Metro and the zoo are still a long way from a shared vision to abandon the Washington park rail line. We understand that the archery range is important and that the archery community would like to be able to keep vehicle access. They are in the middle of Kingston. But what about the shuttle? Can we find another place within the park to set up the archery range? The benefits of closing Kingston drive to cars warrant a thorough look at options for the archery range. The success of the shuttle is a testament to the public's ability to adapt and embrace change. Let's keep this momentum going and create a true multimodal option within the park. We agree with Arlington that the implementation of phase two and phase three should be adjusted later with another round of public input. Sylvan-Highland strongly support the future building of the parking lot at the south end of the park. The west gate parking lot just off highway 26, it's a perfect place for people to leave their cars and begin their Washington park experience. This location could serve as a shuttle stop as well as an external welcome food center and a food cart location. The zoo already runs shuttles from here during peak times. It's a natural way to further ease car congestion and encourage a full park experience. Thank you for your time and consideration in helping us make Washington park the jewel of the Portland park system. Thank you.

Wheeler: Thank you. Thanks both of you for your testimony.

Shorey: Uh-huh.

Fritz: We are now ready for the sign-up sheet.

Wheeler: Very good, so how many people do we have signed up Karla?

Moore-Love: We have 21.

Wheeler: Alright so we have 21 people signed up, is there anyone who didn't sign up who wants to? Why don't you go ahead and sign up and we will close the list after that, please, so we have 22 people signed up. Three minutes each, name for the record. I have a helpful suggestion, which is my suspicion is we are going to hear a lot of testimony that sounds similar. So if somebody has already made your points, feel free to simply say, I agree with that point and cut your testimony short. We don't need to hear three minutes of the same concerns. We will duly register that. If you are a lobbyist, please state so and if you are here representing an organization, that's helpful to know as well. Name for the record, we do not need your address.

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Wheeler: Thanks for being here. Welcome.

Cathy Rudd: Thank you. I will try and stay six inches back. Good afternoon, thank you, mayor, and commissioners, for listening. My name is Cathy Rudd I am a member of the Portland Japanese garden and the former board president. I'm speaking today because I am concerned about the impact this master plan will have on our community.

Commissioner Fritz, when we met on Monday, you asked me to consider parking in a smart park downtown and taking public transportation. Honestly it sounded very reasonable. So I mapped it out and here is what I found. Coming from the westside I would drive past the garden and into downtown to the smart park at 10th and Yamhill that's about 20 minutes from my house. From there I would walk to the max stop one block away and take the max to the providence park station. That takes another 10 to 15 minutes. I would get off the max and wait for bus number 63. Now that bus only runs once an hour.

However, my understanding is that there could be a Washington park shuttle that would come more frequently, say maybe every 30 minutes. Assuming it does, that would roughly take another 30 minutes. That would take me to the Japanese garden where I would take there shuttle to get up the hill which usually takes 5 to 10 minutes. So already I've been in transit for over an hour. By the time I'm ready to leave, I would have to buy a new fare and do the whole process in reverse. When I added it up for me and my husband we would pay \$15 for parking and transit and we spent more time in transit than we have in the garden and then I thought about my 86-year-old mom, who has had a hard time walking up and down stairs and how difficult all those transfers would be for her. I thought about the members who come in the morning just before work to get a little dose of tranquility before they start their day. I thought about the impact that this plan would have on all of our community and it felt like the opposite of what Portland is all about. Commissioner Fritz, you mentioned in our meeting that parks like Yellowstone national park are eliminating parking inside the park, but the difference between our own Washington park and places like Yellowstone or Zion national park is that first and foremost Washington park serves a city. Our city. Portland and the people who live in and around it. One of the best things about Portland is the easy access we all have to beautiful green spaces like Washington park. Easy access to green spaces keeps our citizens healthy and active. It keeps our city livable. Easy access creates community. Please don't treat us like a group of tourists. Please keep Portland special. Thank you.

Wheeler: Thank you. Could I just ask a follow-up question? Because it's my understanding having heard the parks director speak that the number of parking places in the park -- where did mike go? It stays the same. Is that what you said?

Fritz: The concern is the parking very close to the Japanese gardens will be --

Wheeler: So it's not the number of spaces. It's the location that concerns you.

Fritz: Just to clarify if I was taking transit I would not get off the max to get onto the 63 bus. You take the max to the park and then there is going to be shuttle service. I agree, that would not make any sense at all.

Rudd: Okay. Thank you.

Wheeler: Thank you. Good afternoon.

Cynthia Haruyama: Thank you, Mr. Mayor and commissioners, and thank you to the commissioners and the staff for meeting with us in the past couple of weeks. My name is Cynthia Haruyama and I'm the deputy director at the Portland Japanese garden, I'm also the board president of explore Washington park. I am speaking on behalf of the garden today. Over the past 18 months during this master plan process, the Portland Japanese garden and the other cultural institutions trimet and explore Washington park have all repeatedly voiced the concerns that the Washington park master plan was not addressing what our community is most concerned about, which is access to the places within Washington park. As recently as February 5th, three of the cultural institutions including

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the zoo and the Japanese garden submitted a letter to Portland parks reiterating the same concerns which we feel have not been addressed. At that time trimet also told us that under the current iteration of the master plan that they would not be able to service the park. These were all internal conversations because we respect Portland parks and all the hard work they have put into this process. The 11th hour answer from parks was to add some language in the master plan that would task a further process with addressing some of these issues. Yet we still see a problem because we feel the cart was put before the horse. The number one problem in Washington park today and presumably for the next 30 years is access. How people get to the places within the 480-acre park that they actually want to visit. So it seems backwards to get -- to do anything but solve access first. We're happy to see that in the past two weeks since we publicly voiced our disapproval of the master plan that Portland parks has addressed some of the concerns of the zoo and trimet. It's noteworthy that no such commitments have been made to the Japanese garden. The fact that these conciliations from Portland parks are coming within the last two weeks illustrates to us that this plan is still incomplete. 44% of the projects in the master plan are now contingent upon that future planning effort. Other critical parts of the plan such as year-round shuttles have no cost estimates or plans within the master plan. We already knowing what it costs to run shuttles a third of the year is \$577,000 a year. So to run year round shuttles and have to run them to more places has got to be over a million dollars additional that will have to be spent on shuttles. We ask that the city council accept the master plan today as a work in progress but delay approval of the master plan until it is complete and provides viable solutions to enable our community access the many special places within Washington park. Thank you.

Wheeler: Thank you. Good afternoon noon.

Steve Bloom: Good afternoon mayor Wheeler, commissioners, thank you for having us here today. My name is Steve bloom, I'm the ceo of the Portland Japanese garden and I think we're all in agreement when we hear a lot about the transportation issues and parking issues and all of that in the park, and we are in agreement that is the biggest concern that we have and it would be great if we could just triple the parking. We know that's never going to happen and we don't ask for that. We do have concerns about the proximity of that parking. We have a different audience on our end of the park from the other side of the park and so while the parking on the other side of the park has maintained its proximity of course those organizations are going to be thrilled with that. Ours in fact are being displaced farther and farther away from the garden through this plan. That wouldn't be so bad if our users were similar to the other side of the park, which tend to be more active users, younger users, families who can get around more easily, but in fact 60% of our visitors are right here from Portland and they tend to be 65 years or older and so those users recently as you know have invested \$37 million in the expansion of the Japanese garden, but I don't believe that they invested that money with the idea that we would through this plan be making it harder for them to get to the garden, for them to access the garden. So, yes, there will be shuttle service, but when you use that shuttle service and if you took a bus and its on and off one bus, a public bus to get to the parking lot and then onto to a shuttle, on to another shuttle, off of our shuttle and do it all over again, if you are 65 or 70 or 80 years old, which is what our side of the park users tend to be, that's a challenge. That's a challenge. So for you and me, no problem. I am happy to park farther away, but that's not the reality of our users. So to take that entire group in population of users to the park and by the way this year will be half a million, and 17,000 members to the garden. It's not a small number and we tend to be the number one tourist attraction in the city of Portland as well. To continue to put barriers for our side of the park is something that we have -- we have concerns about it and so we believe there is many good parts to this plan, and we endorse many parts of the plan, and as Cynthia said we

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have been many parts have been addressed but we feel these issues have not been addressed. We feel like they came to our board and our board expressed that and those things were ignored. We want to continue this conversation. We want to delay the approval of this plan until we have a chance to have further conversations around this. It should be telling that there is not a unified rousing endorsement of this plan by the organizations within the park. That should be telling. Of course I can only speak for the garden, but I hope you hear our frustrations, that the community has donated \$37 million to this only to be met with more barriers to enjoying the fruits of their labor. Thank you very much.

Saltzman: Can I ask a question of Steve or Cynthia or Cathy? I'm sympathetic to what you said, but I also want to play devil's advocate a little bit. Any thought of the garden running its own shuttle down to the lower level parking lot?

Bloom: Well, we do already run a shuttle. [talking simultaneously]

Saltzman: The future parking lot.

Bloom: We have to have those conversations. It's an expensive prospect. We're already running our own shuttle and now to take it further again it adds staff for us and time and vehicle maintenance because now we are doubling the distance that we have to send our own shuttle and the time it takes for people to get up once they got on the shuttle. So we need time to study that and have those conversations, but we were never through this process given the opportunity to really explore any of those options.

Saltzman: Thank you.

Fritz: We will get staff back at the end.

Wheeler: Next three, Karla.

Wheeler: So would you like to start for us?

Tracy MacDonald: Yes, thank you, sir. Council and mayors, welcome and thank you again for this opportunity, and I am speaking to you as a person who grew up in the city from the time I was 0 to 13.

Wheeler: Thank you, sir. Could you say your name for the record?

MacDonald: Tracy MacDonald.

Wheeler: Thank you, sir.

MacDonald: My great grandparents kind of supported and in the '20s worked with the bears zoo activity and were in the royal rosarian society. My grandparents worked in the time that we built and I contributed a few cents to the OMSI building and that area, and we have been frequent users of the park and I would support the majority of what you are trying to do here. I also want to state that I work on the transportation board in my city in Clatsop, and we did in the past felt that rail transport of people and really wasn't necessary to seaside any more historically, so we abandoned that and removed those tracks, and now if you try to leave the city of seaside on Sunday or that afternoon, it takes you a considerable amount of time. I would support and try to realize the improvement of continuing the rail in there form and make it more efficient, maybe make a frequency change to make that better. That was really -- that would really support transportation and people movement and you wouldn't be in the situation that we are in.

Wheeler: Thank you, sir. I appreciate it. Good afternoon.

Alan Barker: Good afternoon, my name is Alan barker, mayor wheeler, commissioner Fritz and colleagues, my wife and I are neighbors, frequent users and fervent supporters of the Japanese international rose gardens and we walk the trails almost every day of the week. I have read the master plan, attended meetings, including the listening session just last evening with explore Washington park. Others have spoken more eloquently than I can about the need to review the transportation issues, and I echo those needs and I think I will stop right there.

Wheeler: Thank you. Appreciate it. Good afternoon.

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Drake Snodgrass: Good afternoon. Thank you, mayor wheeler, commissioners. My name is drake Snodgrass, I'm a local business owner and a life time Oregonian, I am also a volunteer, board member at the Portland Japanese garden. As board treasurer, I am concerned about the current vision of the Washington park master plan. Specifically how it will impact the Japanese garden's revenue stream. I am treasurer, so you might imagine. From what I have seen the master plan only addresses about half of the park's access problems for the future and to be frank it does not have very good solutions for the north side of the park where the Japanese and rose gardens are located. With our recent Japanese garden expansion, the community as was mentioned earlier invested \$37 million in the park, in the garden, in the Japanese garden, on the assumption that people would have full and easy access to the Japanese garden. Maybe not the right assumption, but it sure was something that seemed to be a logical and good assumption. Not only does this plan not make it easier, it actually makes getting to the garden much more difficult by moving parking a quarter of a mile away. So a quarter of a mile of away doesn't sound like too far, too much, but there is an elevation change of 200 feet, and so that's like walking up 20 flights of stairs. A bit of an effort for a walk, maybe not so much for a shuttle, but walking is one of the anticipated ways to get through the park. The Japanese garden is a nonprofit, and we rely on our admission revenue to sustain the organization, and its purpose is to create a place of culture, understanding, cultural understanding, a place where people can connect to nature, something special in my heart, and a place to experience peace. I think that's something that we could all use a little bit more of this place is good for the local economy, too. We work with local businesses for goods, using the cafe, the gift store and the garden itself and we also employ 103 full-time employees year around with full benefits. That number goes up in the summer time and all these jobs are above minimum wage by a significant amount. So to illustrate how this could truly impact us impact us with some statistics taking away the parking on southwest Kingston would take away about 60 spots not counting ada parking. Those 60 spots are responsible as much as 36% of our admission revenue. About half on average drive and then attend the garden and it's fewer in the summer. It's more because local people in the winter time visit the garden. So even if you lose half of that 36% say 18% of our addition revenue over a million dollars of our revenue is gone, so we're asking the council to delay approval of this master plan until it's complete, it realistically solves the access challenges in the park and it ensures access to a variety of solutions to places where people already want to go.

Wheeler: Thank you, commissioner Fish.

Fish: I apologize. I missed the beginning of your testimony and if I ask you a question that's already been answered I apologize for that too, but so technically what we're being to do asked to do is accept the report?

Snodgrass: We like you to accept the report, not adopt it but accept.

Fish: It's my understanding we're adopting it, we're accepting it and I just want to be clear we are literally transferring it from the parks bureau to the council, but we're not adopting it, that's not the motion before us, I just want to make clear on that, but I would like to talk to you about the Japanese garden for a moment. And obviously congratulations for all the work that you're done and now looks like your architect is about to design for the Olympics. Would you remind me how many spots there are now in the dedicated parking that's part of the redesign for the Japanese garden?

Snodgrass: I don't have that totally accurately but about forty.

Fritz: What I'm proposing is to have the testimony all of it and then bring staff back to get your detailed questions answered.

Fish: And one other observation.

Snodgrass: 34 is the number.

Fish: Pardon me?

Snodgrass: 34.

Fish: And another question I have for staff is the parking that would be lost under this plan that's adjacent to the tennis courts, when I lived in Grant Park and used to drive to Washington Park, I don't ever remember being able to get a spot along that way because it was always filled with people that got there before me. Maybe they were there because they were playing tennis or maybe they were early birds but I've never had much luck finding parking there, but I'm curious how meaningful that parking is generally, but my understanding is this proposal before us at least preserves the parking that's part of the redesign. So that would remain, correct?

Snodgrass: It does. Our visitors turn around about every two hours and I come to the garden often and I have a different experience. I've always found a spot and am thankful for the fact that I can.

Fish: I'm going to get a consultation with you privately because you obviously have a strategy that I need to know about and again separate and apart from the decisions we'll be making over the next year I hope you appreciate -- I hope you understand how proud the city is in what is the work that has been done on the Japanese garden cause it's put us on the map globally and we're extremely proud of that.

Snodgrass: Thank you. We love our relationship with the city and Mike is a great guy, good friend. Great plan, just need to slow down a little bit and work with it. Thank you.

Wheeler: Thank you all. Next three please. Good afternoon.

Hilary Mackenzie: Good afternoon. Hilary Mackenzie I serve on the board of Arlington Heights and I'm the president of Neighbors West Northwest Neighborhood Coalition. My opinion today are mine and not authorized specifically by those boards. I strongly support the come of Arlington Heights and Sylvan Highlands Neighborhood Associations. Our neighborhood has been asking for a master plan for Washington Park for decades and parks has produced one. I have also strongly supported public involvement in planning for the park. You might remember I came before city council in 2014 appealing the lack of public notice and public involvement in the decision to expand the commercial presence of Japanese garden. In the past any special interest group that brought money to the table has been able to build within the park in spite of public objections and the resultant loss of public open space. The Bureau of Parks has come along way in improving the public outreach for the Washington Park master plan, public notification has been comprehensive. There have been opportunities for public input, with that said there is room for improvement in allowing for public input. Much of the proposed development in the Washington Park master plan particularly in phases two and three arose out of the survey for the plan and open houses held to discuss the plan. There's considerable public to the proposed development in the later phases of the plan. The survey that circulated online and public forums had many multiple choice questions where one could select which ten or so different development options were preferred, but there were never options for no development, maintain green spaces, none of the above or blank. I and many others I have spoken to all have similar frustrations with the survey. We can either not answer the questions or select the least damaging option. Most of us wrote additional comments at the end. So the starting premise for the master plan was always how to develop not if development was a good idea in the park and by development I mean stand alone attractions that would likely require an admission fee, increased paving and removal of natural green spaces. The proposed new development with a master plan is driving much of the \$94 million price tag for the execution of the plan. The neighborhoods surrounding and adjacent to Washington Park are extremely park rich. Over 90% of the neighborhood households are within a half mile walking distance to a park. Meanwhile most of east Portland and parts of north Portland are severely park deficient. Less than 75% of households in those neighborhoods have excess to a park within a half mile. The Bureau

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of parks has a \$430 million maintenance backlog, the bureau of parks has also asked for across the board 5% budget cuts this year. It is impossible to reconcile the high cost of the master plan build-out with the realities of the park budget and park city needs, park needs city wide. Lastly I support the need for a comprehensive transportation management plan as called for in phase one of the master plan. This should have a component for public review and input. One of the concerns for the Japanese garden commercial expansion was the impact on traffic parking circulation and emergency vehicle access in and around the park. I'm almost done.

Wheeler: Two more sentences then we need to wrap it up.

Mackenzie: You will recall that representatives of the Japanese garden testified the transportation impacts from their expansion would be minimal, they presented a traffic study to support that view. The neighborhoods objected the traffic study was completed in November did not reflect future reservoir improvements. Consultants often develop reports that support the goals of their clients so we think it's essential that there's continued public input both in the transportation management plan and the review of such and then the on ongoing phases of the park.

Wheeler: Thank you. Good afternoon.

Lisa Calef: Hi I'm Lisa Calef and I live near Washington park. My neighbor told me that my comments are radical so I want to prepare you, so I'm going to talk about parking. World class is a phrase that is describe as aspirations for Washington park. Washington park is truly a beautiful place, but if we want a world class park we must avoid creating a world class parking problem. Parking lots are not world class solutions, they are not a 21st century answer to the problem of increasing video traffic. As more and more people come to enjoy Washington park the master plan must ideate other methods for getting people to the park and moving them around once they arrive. Portland is already behind on this issue, traffic into the park is nightmarish, metering was introduced in 2014, but has it helped? Metering revenue payed for the master plan and has provided rangers and a shuttle, but it is also funded an entirely new bureaucracy. And though the mission of explore Washington park is to address transportation issues, the use of individual vehicles for accessing the park has not been meaningfully reduced. Some say that metering has made parking worse as drivers avoid meters to park on nearby streets. Parking lots and metering are an obsolete fix, they are to obtain revenue from vehicles coming into the park, not a way to discourage them. It would be difficult to wean ourselves from cars and meters because we've attached a revenue stream. Indeed we have people who's jobs depend upon the funds generated by metering, that is by every car that drives to Washington park and parks there, moving vehicles to the edge of the park is celebrated as a solution to congestion but this only shifts vehicles to other communities. Off-site parking lots are not a panacea, they merely transfer the stress and blight to a different location and then add the burden of shuttling people. If you've ever been to Disneyland you have seen the concrete that has been poured for cars, it is an armpit of ugliness. We can't let this happen the Washington park, yet death by increment seems to be the de facto policy, one more lot here, a few more spaces there. Additional parking is simply adding a lane to a freeway, it is a retrograde formula that has no place in a modern plan. Why do we look backwards for solutions that have already failed? If we continue to accommodate vehicles there will be no end to the numbers that will come. Washington park has reached saturation and the master plan must innovate a way for individual vehicle use to access the park. We can be more creative. Public transit must cost less than driving and parking. We have a max stop at the zoo and a zoo train should be revived to move people within the park. This is a place to start. At a minimum explore Washington park should encourage all Portland residents with carrots not sticks to use public transit and I have a slogan. Explore Washington park, park but leave your car at home. I have more, call me. The way

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forward, truly the future for any world class park is to cultivate strategies that limit and ultimately inhibit individual vehicle use as a primary mode of access so we can all enjoy the peace and serenity in the park. As Portland grows we must drive less if we are to enjoy our lives, let's create a world class park by being the first truly innovative American city to renegotiating its relationship with cars.

Wheeler: That was great and now we're all going to be thinking of slogans. So it can be Washington park, but not that kind.

Eudaly: Oh boy.

Wheeler: sorry. I started that.

Fish: Stack with your day job, thank you mayor.

Wheeler: Good afternoon.

Mary Vogel: So I'm Mary Vogel speaking for myself and my planning consulting business, plan green. I live in downtown where I'm also on the downtown neighborhood association land use and transportation committee and I'm also active in Oregon walks. I've made a number of trips to Washington park from downtown for sierra club and Oregon Mycological society. Since I gave up my car a few years ago, the park has become extremely important for my mental, spiritual and physical health and I walk there nearly every weekend. One of those weekends, president's day February 18th, this year, I was hit by a car as I was coming back from the park. So I'm especially interested in the neighbored proposal to remove private cars from southwest Kingston drive. Just like the driver who hit me he was making a right turn on red from southwest vista on to southwest park place. I found that many drivers on southwest Kingston don't watch for crossing passengers or expect the pedestrians to yield the roads to them and not vice versa. So I agree wholeheartedly that removing private cars from southwest Kingston drive and converting it to a multimodal bike/pedestrian shuttle path should be included in phase one of the plan to eliminate the \$10 million-dollar line item from the phase one budget. I suggest you put some of that money into moving the archery range to a new location, reopening the zoo train and perhaps creating more habitat for the wildlife and a more enjoyable environment for those of us seeking to use the park for passive recreation activities by removing invasive species and replanting native species that are now proposed in phase one. I've been sending comments on this plan since I first read about it while visiting the park. After taking the online survey I was dismayed that it seemed that none of my input had been taken into account. Many thanks to my neighbors from Arlington heights and silvan highlands neighborhood associations who served on committees and fought for these things. I'm now pleased with the addition of natural areas, natural protection, dark sky initiative, the removal of invasive species and the addition of native plants and the resiliency plan. One thought that Washington park would do much better by our native wildlife though I must admit that I enjoyed the nesting barn owls until the inevitable army of crows with many battalions chased them off. I agree with Arlington heights neighborhood association. In any case I wanted to finish my sentence. I agree with Arlington heights neighborhood association. The implementation of phase two and three should be addressed later with another round of public input.

Wheeler: Thank you.

Fritz: Mary I'm very sad to hear that you got hit and I hope you're doing okay.

Vogel: I didn't hear you because I took these things off but --

Fritz: I just said I'm sad to hear that you got hit and I hope you're doing okay after the car crash.

Vogel: I'm also very resilient. Thank you.

Saltzman: you are resilient. That's true.

Wheeler: next three, please.

*****: It's all yours.

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Anna Goldrich: Anna goldrich on behalf of the Hoyt arboretum friends executive director and mayor and commissioners, I appreciate this opportunity to be here today to express our support for the Washington park master plan and just want to start by saying we really appreciated the extensive public input process for the plan. It was very important for the park neighbors and for our members who had many concerns about the plan. They Hoyt arboretum friends supports all of the planned improvements outlined for the arboretum and we believe they will greatly enhance the visitor experience at Hoyt and we're pleased that most of these projects will be tackled in phase one of the plan. With limited time I'm just going to mention a few of our favorite features of the plan. The safety improvements for Fairview boulevard and Fisher road have been needed for a long time as these are increasingly busy roads that cut right through Hoyt. We expect Fisher to see increased traffic when the bridge over Burnside is built. We're excited about the bridge, it will be an exciting new feature for the park and this plan creates an opportunity to put some needed infrastructure like parking and trail connections in place before congestion and safety problems occur. We're ready to partner with Portland parks to find funding to pave a final section of an ada accessible trail that will run from the max station through to the end of our bristle cone pine trail and I can't think of another place in Portland where you can come out of a max station and go on a two and a half mile hike through the woods, so we're excited to get that finished. The commitment to move the natural areas maintenance staff out of the Hoyt arboretum visitor center is the most important change for us. This will cut by more than half the number of staff working out of our building and create much needed space for us to engage volunteers and visitors. Our youth education programs doubled in 2017 and we expect them to double again this year. We are serving kids from around the city and really from around the region. Half of the students visiting Hoyt arboretum this spring are visiting from underserved schools with the assistance of our transportation funds. When we can move these extra park staff to offices we will be excited to works with Portland parks to create a true hub and a worthy visitor center at Hoyt arboretum. We imagine an engaging place for visitors to explore and educational resource for scientists, plant enthusiast and the community and most importantly for the thousands of children who visit Hoyt arboretum each year to learn about trees and the role our collections play in global biodiversity and a future tree canopy walk will create another exciting educational opportunity. This April 25th is the 90th birthday of Hoyt arboretum and 2028 will be our 100th. Both offer unique opportunities to engage our members and the public for the benefit of Hoyt arboretum. Our partnership with Portland parks is strong and we expect that to get even stronger as we work together to bring these elements of the plan the life.

Wheeler: Thank you.

Fritz: Thank you for your partnership too.

Wheeler: Good afternoon.

Don Moore: Hi, Mr. Mayor and city commissioners. I'm dr. Don Moore I'm director of Oregon zoo, thank you for having me here today. We have appreciated the opportunity to work with Portland parks and rec staff and management and our fellow cultural institutions in the park and the transportation management association explore Washington park on this revision to the Washington park master plan. The Oregon zoo is a treasured world renowned destination and primary destination within the park as you know. Over the past decades we have gone from being a modest size community zoo to a world class education and conservation leader among zoos across the globe. We are the largest paid attraction in Oregon visited by more than one and a half million adults and children every year and as such the Oregon zoo is a great contributor to the economy of Portland and the metro region bringing \$101 million per year to this community. We attract the greatest number of visitors to Washington park and drive the parking revenue that was used to fund this planned revision as well as management and repairs throughout the park. In 2008 our

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community made a significant investment by granting the Oregon zoo \$125 million public bond which is enabling us to remodel more than 40% of our campus. As a result we've replaced aging outdated facilities with stunning award winning habitats, an amazing new education center and green infrastructure that saves energy and water. We're honored and humbled by the enthusiastic support we receive from our community. Our greatest challenge is access. People struggle to get to the zoo. We have the capacity to welcome many more visitors and share with them our important conservation message but are constrained by the limitations of Washington park's current transportation and parking systems. Our current patrons are families with young children and as you know for those of us who have raised kids it's hard to get around with strollers and bags and extra coats and things like that, but as a conservation organization and part of metro we're deeply committed to the use of transit. The practical truth is it isn't feasible for many of our visitors to Washington to park to come by max or train at this time. While the master plan identifies improved access as a primary goal the zoo along with other cultural institutions agree that the master plan as it stands is incomplete. It has not adequately addressed or resolved our access challenges so I really appreciate the amendment that you offered commissioner Fritz and the other support we're hearing about transportation access. So the master plan proposes that the tmp, once approved by explore Washington park, would be adopted by this council as addendum and we request that you commit to supporting completion of the transportation management plan and not just add it as addendum but fully integrate it into the master plan.

Wheeler: Good afternoon.

Carol Mayer-Reed: Good afternoon I'm carol Mayer-reed I'm a landscape architect who's worked in Portland for over 40 years. I've worked on parks and open space and transportation projects, the east bank esplanade, the orange line and attractions like omsi, Oregon zoo and the Portland children's museum and I was asked by Portland parks and rec to be on the champions committee. I followed the process, I've been part of it, I've been giving advice along the way and I generally support the plan and I've seen it in depth in keeping with the many discussions and requests that have been made, but one thing I've learned in any career is ambitions, hopes and dreams are unlimited, but physical space is not, it has limits, it has boundary's and there's a capacity to what can be accommodated. I've spent my career matching up clients and organizations ambitions with their physical spaces and their budgets. So obviously I don't need to tell you that Portland's experiencing huge growing pains all around our city and we have to adjust our expectations on the reliance of automobiles, they clog up our roadways and they take up a lot of physical space. Now I learned to take my two grandchildren to the zoo and to the children's museum using the max for them and for me riding the train is really half the fun. And yet the attractions in Washington park remain passionate about the city meeting our demands for parking. It's no surprise to me that the parking issue has risen to the top of the stack, in fact I knew it would be. The transportation component of the master plan is key to the long-term success of the park and there's a definite caring capacity to Washington park with its topography, its sensitive forest, its gardens and obviously we have to make choices and place value on physical space. We simply can't make more of it. The master plan works well to value the land while seeking to balance the demand for use and one example was to eliminate the sports field to gain some additional parking while another was to relocate the tennis courts to gain arrival and open space by visitors in one of the hubs. So I'll just pause a second and tell you three years ago I studied Japanese gardens at the university of Oregon in Kyoto and I toured remarkable landscapes and exquisite treasures of the culture and in japan like may other places when the crowds became heavy the experience was significantly diminished. The peace was gone and it became more important for managing myself within the crowds around me and less about

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the landscape that I was there to see. We all know about that if you go to Multnomah falls on a Sunday in the summer. I've been a member of the Japanese garden and there's no doubt the expansion it offers is a world class example that it too has a carrying capacity even within its own gates and I hope they have a good plan for managing the 500,000 visitors to ensure that high quality experience. I'm sure its leadership is planning for this, but they have to work together with parks to be able to manage this issue and I just don't want to make sure that no one should expect parks and recreation to pave more of our paradise to get there.

Wheeler: Thank you. Next three Karla. And while their making their way up I'll just make a reminder out again if anybody is here waiting for the time certain item at 4:00 p.m. related to the central city 2035 plan, we are not going to discuss that today. That's going to be continued to March 22nd at 2 p.m. Good afternoon.

Christie Galen: So I'm Christie Galen and I appreciate all the efforts that parks has made and that their consultant has made to protect our parks. And as a third generation Portlander I've been coming to the park since before pachy was born, for those of you who knew pachy or knew. I also represented the Arlington heights neighborhood on the champion committee and I've attended every meeting, every open house and participated in every survey that parks created. I feel that public opinion used to justify the master plan has been misrepresented by biased surveys that favor development and commercialization of our public open space. There was never a survey option for maintaining and preserving our park, only choices for new development references. I agree with Michael from the Arlington heights neighborhood about most everything he said and I will add to that is that I think his intent was the food carts that are planned on the north side of the park, the north side of the park is really unique place. It's like the closest place to the city, it's where you can walk from the city and there are a lot of people come up to the trails and visit the park to find quiet, to find peace, to look at the roses, to photograph the roses, to smell the roses, to visit the Japanese garden. We don't come for food, food is so close by. I think food at the zoo and other food options is probably the intend of the plan but food carts on the north end of the park where they could be a fire hazard. We all know Santa Rosa, we know the Eagle creek fire, we don't need food or the potential for fire hazards or to increase rats or increase crows or increase garbage on the north end. It will be a huge maintenance issue I think for garbage. I do support having food on the north end like it is now. There's a small cart, but if that can be moved to the depot café, that would be a win, win I love that part of the plan and its further away from the neighborhood. The other part I really like about the plan is the dark sky initiative, I think that shows a lot of forethought, it's a great educational experience for the public to learn about the night sky and being able to see stars and also it's better for wildlife. And I have like -- I'll leave this with you, but the other thing is there's a bike trail that proposed on the landslide area in the forest and if you know single track bike trails they become two lane bike trails, they become six to 12 feet wide and they cause erosion. I'm just hoping that if you allow something like that or want something like that, that you'll look at the environmental impacts that they would cause.

Wheeler: Thank you very much for your testimony. Good afternoon.

Ruth Shelly: Good afternoon. Mayor wheeler, city commissioners. I'm Ruth shelly executive director of Portland children's museum and I would like so share with you four things. A thank you, a assurance, a concern and a request. First thank you for Portland children's museums long and positive relationship with Portland parks and recreation. The museum grew as a parks program from 1946 until 2001, When rotary club of Portland raised \$10 million to move us to the former omsi building in Washington Park and we became our own independent nonprofit. Portland parks became our landlord and was equally generous with a 30 year lease for \$10. Without this support we would never have

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grown to the organization we are today welcoming nearly 300,000 visitors per year and operating a thriving preschool a k-through-5 public charter school and a research center within this facility. Sadly that facility is aging. I want to offer reassurance that where the Washington park master plan calls for our building to be demolished and replaced by a parking lot. We get it. I want you and everyone gathered here stay to understand that parks is not forcing us to move, only to be prepared that in 13 years our lease will not be renewed. My board and I agree with parks assessment that further capital investment in our 63-year-old building is not warranted, especially with the city's commitment to environmental sustainability and seismic resilience within its structures. However this raises a concern about current access to and parking within Washington park as you've heard many people express. But for us during the in the case decade as we seek a new home and launch a capital campaign it will be critical for the Portland children's museum to prove itself worthy of financial and community support. However, that effort will be for naught if families can't get to Washington park or find a place to park. I look forward to city council supporting development of the transportation master plan and approving it as an amendment with full integration in the Washington park master plan so that our present can inform our future. Finally, a request, my board of directors, our staff and the families we serve are so grateful to Portland parks and rec for the support that they have provided for the past 72 years. As partners we're a community resource that has a national and international reputation for excellence. We respectfully ask that the city continue its support of Portland children's museum through the transition to our new home so that wherever we land we will remain partners in success for the sake of our city's children and families, thank you.

Wheeler thank you.

Saltzman: You answered a lot of questions that were running through my mind about the children's museum so thank you for your testimony. Does the children's museum have any desire to stay in Washington parks? Albeit in a new facility, is that an option?

Shelly: As part of the Washington park planning process we -- the planners actually looked to see if there might be another place within the park that we might go and truly there was not. So we are accepting of our fate. We just hope the city will help us as we seek that new home and we're hoping that we can be more accessible in our new location.

Saltzman: Thank you.

Fritz: When I talked to Ms. Shelly earlier this week we talked about this there's a lot of great opportunities in various places that could increase accessibility to the children's museum. That's another wonderful new partnership so I'm certainly very appreciative of what we've done before and we've got 13 years to find a new spot that's going to be another good home for you.

Shelly: a lucky number.

Wheeler: Thank you, good afternoon.

Kathy Goeddel: I'm Kathy Goeddel. Thank you, mayor wheeler, commissioner Fritz, the rest of the commissioners and Mike Abbate and Emily. We appreciate being able to talk about the plan. I'm here as a bicycle rider, a hiker, a 34 resident always lived near Washington park because I love it. The peace and tranquility of the park has been ruined in recent years by the success of the park. The top three attractions in Portland are on the north side of the parks so I'm sure you read trip advisory and see there they are one, two and three, the Washington park itself, the Japanese garden and rose gardens. Looking at the park with this longer view I feel the park has only deteriorated and diverged from Olmsted's principles in my generation stewardship. We need a master plan and we need to adhere to it. Commissioner Fritz did a better job summarizing the history than I could, so I'll skip over all that, but I will say Winston Churchill said those who fail to learn from history are doomed to repeat it. So from what I've seen the 1981 master plan was virtually

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ignored, I'm not aware of any proposal for a development project in the last 33 years that's been turned down. Individual organizations within the funding and political support trump any negative impact on the park as a whole. There isn't that overall looking at that long-term ability for the park to be the tranquil place that many of us enjoy and desire to be in. So that needs to be this long-term perspective on stewardship of the park and I'm gonna give some current examples not to be saying bad things about the organizations that did them, they optimized what they can do. We all do I optimize things and the organizations do too. So the beautiful Japanese garden expansion is world class but it came as an expense to the park experience and neighborhood livability. The increases of visitors has caused increased traffic congestion and parking issues in the neighborhood. The expansion took away the most magical trail in the park from the citizens of Portland. It's now inside the park and it's been replaced with a trail that's only three feet wide that goes along a road that's next to a fence, it has a steeper pitch that includes that are less accessible with those of us facing knee replacements. Anyway the water and sewage requirements caused the trailhead at Fairview and Champlain to be left with a trail that's at an unsafe pitch and bad rocks and we have a big lovely silver box that makes it ugly. The industrial lights are on all night, it's not dark sky in the Japanese garden, the people that live adjacent have light coming into their home. Garbage trucks back down the road with beepers in the early morning hours. I support the need for the master plan and the appreciate the effort that it took to come here but we need an independent transportation management plan with implementation of phase one and the maintenance and sustainability activities focused. We need to do something different than we did in the past and to quote Mike Abbate "we must all do all that is needed to ensure this amazing place will be available, accessible and beautiful for our children's, children's, children.

Wheeler: Thank you. Thank you all three of you.

Moore-Love: Looks like marshal had to leave so we'll go with jm Zweerts.

Dana Carstensen: Good afternoon. My name is dana Carstensen, first and foremost I'm a Oregon zoo employee, but I would like to state I'm speaking as a public citizen not as an employee or representative of metro. Since 2013 I've been an employee of the Oregon zoo and for much of that time I've been a station master. Station master is one who loads and unloaded the zoo train. I estimate I've been a public servant of over 100,000 riders probably closer, maybe around a quarter of a million riders. In that time I've had 100s if not thousands of people complain to me that they aren't able to experience the full route anymore. They complain about just a six minute route. The reason why they complain about not being able to experience the full route is not because of themselves, its because they bring their children but more often than not their grandchildren to ride that route with them so they can experience what they experienced as a child themselves. That is truly magical because we cannot find this anywhere else. How -- what other things can you really do in this area that you can get to your grandchildren or your children that you experienced as a child yourselves and relive your childhood once again? It's rare if anywhere and so that's why I have so much passion to fix this route. I understand that the Oregon zoo wants to invest in its conservation mission, I respect that, I understand the city of Portland's hesitation to invest and repair when they don't directly benefit from it because the zoo train tickets go to metro. That's why I myself and my cohort and my mentor Ellen eno are willing to actually start a nonprofit fundraiser to help both the city of Portland and metro solve this issue, come together. We're willing to do a lot of leg work to fundraise this money so we can provide this magical experience to the thousands of people who have spoken to me and my coworkers. You know, that they want it again and we want to provide that again. So if you can work with us and work with metro and work with your own planning department, so we can make it happen, I'm willing to work real hard to make it happen too. Thank you.

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Fritz: I have to ask are you a member of laborers 483?

Carstensen: I am a union steward at laborers 483.

Fritz: So knowing the kinds of wages that laborers 483 get even despite the good work that the good union does, it's remarkable that you have that much passion for your job and that you're showing up here on your own time to advocate for the people you serve. Thank you very much.

Carstensen: Thank you, I appreciate that.

Wheeler: Thank you, good afternoon.

Saltzman: I'm with you, by the way.

Fritz: We can ask the question at the end about the train.

Cheri Brown: Hello. My name is Cheri brown and I'm not here in any capacity authorized by the zoo, however I am an employee there. I'm here as an advocate for the Washington park and zoo railway. I brought with me the picture of me and my grandparents on the train and here's a picture of my granddaughter by the train and I would like to continue that tradition. I would like to say the train is a revenue situation, it is sustainable and the infrastructure is for the most part already there. Unfortunately we have no current concrete answer to provide the riders and it's hard to handle good customer service when the riders are disappointed and upset upon exiting the train. We do have the comment cards and thousands of those have been submitted, we're not asking for anything, this train is already there and the tracks are in place. The repairs are likely to be less costly than the changes that are proposed. Wikipedia said last year there were 350,000 riders transported to and from the rose garden to the train or the zoo. If you're trying to make improvements to one of Portland's treasured historical landmarks, Washington park, please do not remove the wonderful relaxing memory making train ride. The main reason the tracks closed in 2014 were that there was a wall failure due to rotted and rusted culvert pipe. Engineers usually fix and repair tracks in February and March but were advised not to make these repairs as they wanted to evaluate and obtain proper permits and so forth. There was last year in 2017 a slide at Washington park. However this was not the reason the train was closed. Zoo railway and facilities maintenance employees are qualified to make these repairs. What is needed is an evaluation and permits and inspections from the appropriate places, parks and city. The main attraction at the zoo I believe is the elephants and the train. The train is a money making revenue attraction. The train tracks to the rose garden were completed in 1960. The park run was in service prior to the zoo loop 1962. The zoo loop was removed to make room for the current elephant exhibit it was needed. What's best for the zoo and Washington park at this point is not to remove the historic run but to work together for what is best for our city of roses and its historical attributes. And I happened to make up sketch while I was here. The south entry to the garden plaza that's proposed the round house and train station are here. You would only need an entrance of about -- the width of the room to enter to get a train ride from the public parking area to the rose garden. You can take that separately from the zoo. You can take the six minute ride while you're within the zoo. Both of these train routes can be timed to work together.

Wheeler: thank you. Appreciate it.

J.M. "Jan" Zweerts: Good afternoon Jan Zweerts here, I'm good to see you all again. I saw you about a month and a half ago at the Jantzen beach morage. I'm too a zoo operator, I'm a retired locomotive engineer, I'm representing myself and a few people from the pacific northwest chapter of the national railway historical society. I'm also a superintendent of operations at the Willamette shore trolley which is also another city operated place. Building a bike walk path next to the zoo tracks is not practical. Anybody who's ridden the zoo train to Washington park would note the steep topography worthy of Colorado and the narrowness of the right of way. Typical train capacity is 80 to one hundred people per train every few minutes. The line to Washington park is still intact as

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needing some land slippage repairs, these type of repairs on the class one railroads that I used to work on would be fixed in a day. The little bit of line left inside the zoo after the elephant project was done is not long enough ride for people to rest their feet. 15 minutes versus today's six to seven minutes long. I have seen large groups, family groups load all the kids on board with a couple of adults and the rest of them just stand around and wait about five or six minutes for the whole thing to come back. We lose a lot of revenue that way. It's frustrating. No repairs have been done. A consultant was sent out to find big scary numbers. That job done it gave the beam cutters ample excuse to do nothing, numbers I heard of 100,000 to fix immediate problems and million and a half over 10 years. Every group that has approached the right of way holder to help raise funds for repairs has been ignored so far. I've not heard anything from the meetings I go to about this, whether they're going to help or not. We would love to help raise funds and make this go again. Our regular railroad would have fixed the line pronto for maybe \$20,000 and then figured out a way to do long-term fixes. I used to work for the Portland and western railroad and once helped track 92 cars down the mountain side near Nashville Oregon to keep the line to Toledo Oregon open. The polls and surveys done by this project did not mention that a beloved icon of Washington park, the train would be lost forever if they put in their 12-foot bicycle path. The Washington park railway, the Washington park zoo railway can help pay towards the balance of fixing things and running things through paid ridership, because many of our riders are elderly. Young mothers and children, handicapped, they all ride the train. Work trains currently go out to the end of the track. Only revenue service has not been going. Upkeep, maintenance, track sweeps have been done current to keep it open. I like the idea of a tea snack shop in Washington dpot, and I hope we can keep this going in the future. Thank you.

Wheeler: Thank you. Appreciate it very much. Next three please. Good afternoon.

Dean N Alterman: Good afternoon, Mr. Mayor. Mr. Mayor and counselors, my name is dean Alterman, I'm the past president of the Japanese garden which is why I've moved from order of the tin cup to the order of the Tin button, but I'm speaking solely on my own behalf and with my past affiliations in mind. The plan that you have before you is a good first draft. It is not by any means finished, I have three plan to talk to you about it. Whether you accepting it or adopting it if the plan by your favored vote would have some legal force tomorrow that it doesn't have today then I believe you're making a land use decision and need to evaluate it against several of the goals in your comprehensive plan. Page 13 of the current draft identifies among the goals of the plan to provide better accessibility and to solve parking challenges. Page 15 states as another goal to reduce the dominance of cars. Those are I believe are tied into goal 8h of your comprehensive plan which provides that all Portlanders shall have safe, convenient and equitable access to high quality parks, natural areas, trails et cetera. This plan clearly effects that goal and I believe you're obligated if this plan is to have any legal force to evaluate it against that goal and possibly others in the comprehensive plan, until that is done I don't believe you're ready is it adopt it. My second point is that the plan is not ready because it includes a number of contradictory points. It's generally bad form to adopt yes and no at the same time. I'll point out two of them, one on page 13 the plan says the park has few buildable areas and then it names them, it states that only the soccer field will be built out from the tennis courts and to consolidate parking. However, point 4 on page 31 calls for building somewhere that is not on that list. Point 12 calls for doubling the building sizes of a maintenance area that is not in a location on that list. Those two points are simply contradictory to what is in the plan and it seems premature to adopt it with a contradiction like that. There are others I wont plague you with, that's not the only example. Third is that the parks plan states as one of its goals to limit the traffic in the park, but it recommends a very significant action that does the opposite. If you want to reduce the effect of cars in the park the logical thing to do is to

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have them park as close as possible to whatever point at which they enter the park itself. Instead as I understand the plan it calls for cars to drive a great distance through the park to get to a parking lot only to have the riders brought back by shuttle to where it is they want to go. It seems to me that provision by itself completely contradicts the stated goal of the plan. Until the plan is ready for adoption and until or approval whichever it is, again I'm not sure, these contradictions need to be worked out. I would ask that you not adopt it or approve it at this point but ask the parks bureau to work with the organizations to improve it and put it into a shape where you can consider it. Thank you.

Wheeler: Very good. Thank you. Good afternoon.

Andy Jansky: Good afternoon mayor, commissioners. I'm Andrew Jansky I'm northwest trail lines advocacy chair, I spent my formative years at Washington park, at omsi, the zoo, I'm a native Portlander. I spent significant time on the trails in Washington park until bikes were excluded in the late 80s. Now I just ride my bike through regularly on my commute on the road you're talking about closing. I just wanted to say that staff had a hard job. I've been on that side of the table and this looks like a really hard thing to get to where they got to, so I think that really needed to be appreciated. During the planning process northwest trail lines was interviewed by parks and we their appreciate their effort to engage with us. Significant public desire was expressed for mountain bikes in the park and our parks director acknowledged that mountain biking is a service not provided in southwest Portland. One of the key themes of the plan I saw was get out of your car and explore. My question is why go into your car? Did you ride here? Did you take a bus here or did you drive here? Are you going to have a 60-dollar parking ticket when you get out of this meeting that went past the two hours? Regarding the implementation the plan says community groups will be essential to the implementation and continued stewardship of Washington park. Looks like the mountain bike community has been overlooked as a real partner again. The plan does include a mountain bike trail and we thank you, but it's a low priority. It's forecast for more than 15 years from now, a infant born today would likely be graduating from high school when the mountain bike trail opens and I might be eligible for social security maybe both of them won't be there. Growing demand, acknowledge service and engage community. It does seem like mountain biking should be reprioritized. We put in 12,000 hours of community service last year and we have a thousand members willing to help protect our natural areas. One final point, this is the only property in southwest that maybe one neighbor has complained about mountain biking. This should be a reason alone to reprioritize mountain biking. Of course, queue the complaints I'm sure you're going to get lots of e-mails now. You see the elephants and penguins are with metro and they have already come to the conclusion that our outdoor advocates are all equally important. So also harking back to Emily's question of what I would do in a rainy day in Portland, I would ride my bike to Washington park from my home, I would meet my friends there, I would ride on a modern sustainable trail that's winter proof and I would volunteer to build and help the trails there. Then I would wash my bike off at the wash station and get the weeds off my bike so I don't take your weeds into my home, and then I would ride home. That would be instead of driving for two hours to go for the same mountain bike ride that I can do in town. Thank you.

Wheeler: Thank you. Thanks both of you. All right. That concludes public testimony. We'll bring staff back up.

Fritz: Let me outline several issues and then the city council can add more. There's the issue of the train was where the archery range and the Japanese garden and successful parking, the infamous line 11 and the \$10 million and the various options for Kingston drive and others.

Mike Abbate, Director, Portland Parks and Recreation: Okay. Want me to just jump in. Thank you. I want to introduce Victor Sanders who manages on a day to day basis

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transportation issues up at Washington park for Portland parks and recreation and he has a wealth of information about traffic demand and all of those things. I might jump in on the train issue first just because there was a lot of conversation about that. So Portland parks owns the right of way but we lease it to metro for the train. The plan, the key component to the plan is linking the north and south with a paved accessible trail. That could be done parallel to the train tracks, within the right of way. It could be right on it if there was a rails to trails conversion, but metro parks are still talking through that. So the main idea of the plan is connect north and south with that accessible path for bikes and pedestrians and if metro and others are interested in doing the train do them both. So it's not a one or the other.

Fritz: The plan doesn't say the train's going away.

Abbate: No.

Fritz: And it's up to metro because they're the ones who operate it. Is that correct?

Abbate: Yes, but we have a role because it's our land and so they have a leasehold on the track alignment, but you heard testimony that there have been some slides in the area so that's I think a concern for metro.

Saltzman: So on this point we just heard testimony from an engineer, a train engineer, and I know this myself how steep the slopes are adjacent to the rail tracks, so the idea of trails being built parallel to the existing rail doesn't seem very cost effective if even realistic.

Abbate: Commissioner, it depends on where the location is but you're right, in some cases the grade of the road dropping down to where the railroad track is steep, but it can also be very gentle when you go away from the road and further. So it would be laying out a trail and, you know, it has to be an accessible grade. So we have to find those flat alignments, we feel like we can do it somewhere. If it happens on the railroad grade that the engineering has already been solved. It's really dependent on what they do to the train.

Saltzman: Its my interest and maybe the plan doesn't even mention the train, I just heard that, but I'm interested in the plan prioritizing keeping the train. I think the train is a fantastic element of the history of many of us who have grown up here and the train is a -- it's a romantic thing. Much better than a shuttle or the trail. So I would like this to have some language in there saying and it sounds like, given the loggerheads inertia, it might develop down the road between metro and the city over this, the train is going to lose out.

Abbate: I don't think that we and metro are at loggerheads. I think the key issue for metro is do they want to run the train at the cost of operating and also I think it does provide a wonderful experience. A paved pathway is free and so could be available for everybody all the time. So this plan would not preclude both of those things happening simultaneously.

Saltzman: I guess, and I won't belabor the point, but I'm overall supportive of the plan but I do wonder if certain populations are not being thought of well enough and those are families with young children and then very older adults, which are probably the two largest growing populations in our city.

Fritz: We'll cover the adult bit.

Saltzman: I'm just concerned that a trail sounds great to those of us that are maybe between 30 and 64 and hale and hearty and I think a lot of this plan has the hale and hearty Portlander in mind and not the family raising four young kids in Hillsboro or you know, older adults -- I think supply some concerns about the garden parking too. The accessibility for older adults.

Fritz: It relies heavily on the shuttle. Do you know off hand where the train is mentioned in the plan?

Emily Roth, Portland Parks and Recreation: It is just mentioned in the section on the trail. There's a green box probably around page 43 or so. Page 46. In fact, there is a picture of the train on page 46.

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Fritz: so it says if the zoo train remains in operation, so it's basically silent on whether the train does continue to exist.

Roth: if the zoo train remains in operation and earlier version of the regional trails should be explored.

Fritz: Parks and recreation is coordinating with metro to determine how best to utilize the corridor and train station.

Roth: Correct.

Saltzman: That's in the green box on page 46.

Roth: It's in the green box --

Fritz: It's the last --

Abbate: Currently metro pays for the operation of the train, so that hasn't been park's responsibility to run the strain. What we've done is made it possible by giving them an easement for the tracks.

Fritz: So the plan doesn't say the train is going away, it doesn't say its definitely staying either.

Abbate: No, we're trying to be neutral because we're dealing with a partner that also has to evaluate their realities of funding.

Fritz: And we certainly heard the new offer to fund-raise and one of the most surprising things from being the Portland parks and recreation commissioner is the enthusiasm of rail supporters and their real ability to raise boatloads of money. So I think we should not discount that. Is that something that could be discussed as part of the transportation management plan?

Roth: We originally were not going to put the regional trail on the transportation management plan but the scope of work has not been determined and so it can certainly be added into the transportation management plan.

Fritz: It's certainly an entertainment piece.

[speaking simultaneously.]

Fritz: Excuse me. It's all part of getting people around and back and forth, so that's a potential solution.

Abbate: I would say just I would like to confer with metro. The explore Washington park team is going to run the transportation management plan, Portland parks is on the board but so is metro so, you know, that would be my -- and we're discussing, like Emily said, what the scope of work is. So I think those are two things we can put those two things on the agenda, the trail and the train.

Fish: Can I add one comment, commissioner Fritz said she's been impressed with the willingness of the train community coming forward to raise money. I think the best example of that is the Oregon rail heritage association and I think over all they raised \$4 or \$5 million, built a home and the various logistics of making that happen were daunting. But there is an extraordinary amount of enthusiasm around rail -- people who like trains and like these kinds of things and family friendly amenities, and I've actually never seen such indefatigable fundraising around a cause so I concur with commissioner Fritz and Dan that we should put this in the transportation management plan and not leave it to the vagaries of a conversation with metro, but we should scope it out as an option and figure out what the cost is.

Fritz: Certainly based on looking around the room, this seems to be a unifying theme here. That people who disagree on various other aspects of the plan are all enthusiastic about the train. So would that be a way forward commissioner?

Saltzman: Definitely.

Wheeler: Could I ask a procedural question here? And I've read the resolution a couple of times and I want to make sure I understand this. So what we're voting on today, assuming the amendments are also adopted, is a master plan which guides the process forward. So

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we're not saying this is exactly how it is going to be. I just want to be really clear. So if people testify, you know, my specific trail didn't get in or I don't like where this particular parking lot is located, we're not submitting that today.

Abbate: That's correct.

Wheeler: We are accepting the report and it will serve as a guideline.

Abbate: And that is how, Mr. Mayor, all of the parks master plans have been accepted in the past. So they are as you said a framework for development. When other proposals come we look at them and say are they consistent with the master plan? So we don't expect that to be the detail.

Wheeler: Use and development. And in this particular case with relationship to that train, it is silent on that subject. It is neither guiding us to keep the train or not keep the train but by adding it to the conversation about the transportation master plan it just front-loads it. We are interested in the subject and we want further details, discussions, what does it take to run it, what does it take to rehabilitate it, how much does it cost if we choose to do that. Is that a fair interpretation?

Abbate: Absolutely.

Wheeler: Great.

Fritz: And it's called out in the plan specifically.

Wheeler: It's highlighted.

Roth: And also it is true for everything in the master plan, as director Abbate said this is not adopted as a land use document, like the man from the Japanese garden mentioned. This is accepted under resolution as a guiding document for parks and as with all of our parks projects, when we go to the next step and have the money and go into design, we go back out to the public again. So we will have the discussion about food carts and food in the plaza area in the garden and look at all those costs and expenses when we go through design.

Wheeler: And that's a very interesting question but it's one that gets into a level of detail that this doesn't speak to at all.

Abbate: It's meant to capture the big ideas. The big ideas, unite the north end and the south end, create a new entrance along Burnside, remove tennis courts and create a garden area. Those are the things that the master plan is making some very big moves about but the specifics of is that garden area a water garden or winter garden or what is it.

Wheeler: I'm delighted to hear that description, director Abbate, because I don't think we know sitting here today what the transportation situation is going to look like even 15 years from now. Those who follow transportation planning believe we are literally right on the edge of a transportation revolution, which could shift the demand for parking, it can shift the kind of infrastructure investments we need to make. It can shift the whole question of mobility for people who live with disabilities or older adults. So I would be very reluctant to lock ourselves in today. It will be like locking ourselves into an IBM Selectric in 1984. So I'm glad to hear this is a guiding document that helps guide the bigger visionary points, but the details are left for when we have more information and maybe deeper conversations.

Fritz: Next question I think is simple. What's the plan for the archery range?

Roth: Well, the archery range, there was a lot of support for keeping it in the parks. It's one of the only places in the city that you can take your bow and arrow and legally shoot in a public space. We did look at another location for the archery range down by where we were putting the tennis courts and the parking. It just turns out that's where the best place in the parks was and as I said we went through 16 different traffic scenarios and we decided that keeping Kingston open to connect the north and south end to the park for shuttle and emergency and all sorts of different things and to allow people with archery to drive to that location.

Fritz: So there is an archery range?

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Abbate: It's retained in its current location? Slightly renovated.

Wheeler: Can I ask a dumb question, since I don't own a cross bow, are any prohibitions on carrying a cross bow on public transit?

Roth: I do not know the answer to that.

Victor Sanders, Portland Parks and Recreation: We've definitely seen people do it coming out of the max station.

Fritz: We heard most of the testimony was accessibility to the Japanese garden, so could you lay out how many parking spaces are there now? How many are going? What is the plan for getting people with disabilities to the shuttle for the Japanese garden?

Abbate: Let me give an attempt at that. Currently along Kingston, the spots that people are talking about in terms of the tennis courts there are 85 parking places in the tennis courts. One of the things that you may have experienced when you're up there is those are head-in parking spaces perpendicular to Kingston drive. You have two lanes of traffic and the 18 to 20 feet of parking spaces. The bureau of transportation would never ever design a street with 90 degree parking adjacent to lanes of traffic and the reason is very clear if you're there on a busy day because cars pulling out or pulling in require all traffic on Kingston to come to a stop. That's particularly problematic when you're trying to run a shuttle bus and so our shuttles get stuck behind cars pulling in and pulling out along the tennis courts. So 85 parking spaces are there, 30 will remain. 30 of those 85 will remain in that same general area and most of those will be purposed as accessible park spaces because what we're doing with the northern two tennis courts is you're coming right off of Kingston, you'll pull in and do a drop-off or if you're ride sharing you can do a drop-off there and if you need accessible parking space we will have it for you. So 30 of the 85 remain. They're just configured they're no longer right adjacent to Kingston, they shift and get out of the traffic into a small lot. 50 additional spaces are the ones that move down the hill to the area that's currently the soccer field. So the tennis courts themselves and 50 of the 85 parking spaces move down to the new place where there will be a shuttle and a pickup. So am I clear there?

Wheeler: How would you respond to the questions that were raise specific to the Japanese garden about older adults that's something dan raised as well.

Roth: Just as mike said, page 57 of the plan is where this is all explained. So number five is a short-term accessible parking and drop off in the garden to replace the existing tennis courts. My parents are 88 and 90. I bring them to the rose garden all the time. They love it. And we park in accessible parking and this would still provide accessible parking for them and for me and for everybody else. As mike just said, we would have about, depends on how its configured it could be up to 44, 45 spaces. It can be all accessible.

Fritz: this is where it's number five --

Roth: This is where the number five is and if we give Victor a little time to talk he is the guru of parking and how we do parking programming in the park, so if the accessible spaces are available they can be changed to other spaces depending on how the programming is working that day. And I also wanted to reassure everybody is that number six, the new surface parking lot, which has about 146 spaces, is a shuttle stop and you can drive there and all the shuttles in Washington park are accessible.

Fish: What do you say to the person who testified about the virtue of placing the parking on the perimeter? So we're not requiring someone to enter the park. In a way we're reverse engineering the problem here, we're saying drive through the park to get to parking, then get on a shuttle bus and go back to where you just came from. That does seem to work at cross purposes with some of the concerns we've heard. So how do you address that?

Roth: You can still enter the park from southwest park plaza. Parking is still available.

Abbate: After the reservoir project.

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Roth: That's the reservoir project. You would come up southwest Sherwood boulevard you would park in the parking area and then catch the shuttle or walk.

Fish: You would bypass the whole area?

Roth: bypass that whole area.

Wheeler: Would Sherwood be two-way then or one way?

Roth: Sherwood would only be two-way from Lewis & Clark circle to the parking lot. It is one-way down the hill from right past the drop off area, number five down to the parking lot number six, because we also want to allow parking on one side of southwest Sherwood there. So there's parking -- basically the only place we're eliminating parking is in front of three tennis courts. Otherwise there will be parking still there and parking on the is Sherwood.

Fish: That's very helpful but to the question of we're still encouraging people to enter the park, go into the park, park and then take a shuttle back to where they want to go, did you look at other locations for that parking?

Abbate: We did. One of the things that was suggested, why don't we build a parking structure where the tennis courts are, and the challenge with that is the challenges we find in lots of different sites around the parking, including the children's museum site. It's a slide area. So it's not technically feasible to build a parking structure in that area and it's also the main reason why on the children's museum site we're thinking we shouldn't invest in that. But I would also say is that another big advantage and we've heard a lot from the neighbors about the impacts of traffic off Kingston, that Kingston will now be one way in. So we will reduce the congestion of cars coming in, maybe not being able to find a place to park and then exiting back into the neighborhood and impacting the neighborhood livability as well.

Fritz: Transportation expert.

Sanders: Yeah. Commissioners, I think a really important point here is the importance of the transportation management plan and you'll see we went back couple months ago and really added the importance of that to this plan. I think that's going to address a lot of the questions that have come up and the testimony you heard today is there's these little things, like how are we going to get the accessible space from here to here, and that's what we're going to open up and look at when we dive into the tmp. Four years ago we had no idea that Uber and Lyft were going to come on the scene. Now less than ten percent of the people coming to our park are using ride share. The next five years we don't know what that will be. That's why the transportation management plan is going to be important to get into the nitty-gritty of these big ideas as director Abbate had mentioned. So we are pretty confident that transportation management plan, you'll hear from the cultural partners it's really important to them and we're committed to doing that.

Saltzman: What about trimet line 63? Trimet a letter last week said they were unwilling to service under the master plan?

Abbate: No. We have a letter from trimet last week that supports the master plan because we agree that the line 63 should continue. Now, the route of it is something we want the transportation management plan to look at and trimet is supportive of that.

Fish: Mike, can I -- I was sorry to hear about the children's museum -- I guess they're getting adequate notice. 13 years is I guess fair notice, but I have very fond memories of taking my kids there and once upon a time in fact I had wondered where we would locate the jantzen beach carousel adjacent to the children's museum and have the benefit of two great institutions. That's a long way around just asking you is there a live conversation between parks and the folks that are trying to find a home for the carousel about considering a location within Washington park? Is that worthy of a long-term conversation?

Abbate: Commissioner, yeah, we were approached by the folks with the carousel. I introduced them to Ruth shelly to have a conversation about the way the carousel and the

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children's museum collocate because I think there's a natural relationship there. I don't know where those discussions stand, but the master plan did not anticipate a stand -- putting the carousel here without some kind of relationship with the children's museum.

Fish: Can I also ask we have a number of people who felt strongly about food in the parks and the survey work that you did. Was this issue one of those flash point issues or did you have any data to share with us?

Roth: From the survey work we did and the focus groups we did in east Portland the majority of people want food in the park just like what you said. They come to the parks to enjoy it for the whole day. If they're taking public transportation or their family to pack a lunch and bring everything is difficult and sometimes it is a barrier for people coming to the park. Just as we all know, if you look at the survey information, almost 50% of the people coming to the garden area are visitors from out of town. They're not thinking about where I can get a sandwich to bring to bring into the park. So we heard both when we did our tailgate party in the parks from the visitors and from people in east Portland and other family groups that having affordable food in Washington park in the garden area was something that they valued.

Fish: Also commissioner Fritz during her tenure has added tremendous capacity to our ball fields. I think the turf has been placed at Delta park and the lighting that makes those more accessible, I think about the new field that's in front of the headquarters of one of our new apparel businesses here and a number of other places it grieves me a little bit to see a sports field taken out of a plan, was this generally not a very used facility?

Abbate: It has some extreme problems in just location. It's at the base of a hill, all the moisture from the forest around it settles in that area, so it's turning into a mud hole and has been that way. It's been very hard to maintain as a functioning field.

Fish: and has there any conversation between parks and Lincoln about any needs they have as a result of their expansion plans?

Roth: We did have a conversation with one of the coaches, assistant coaches at Lincoln at the beginning of the process. They of course want to keep the field if we could. They are worried about getting the tennis courts and having the tennis court available to them.

Abbate: That's their --

Roth: that is their priority. They didn't say give them the field and we would be happy with that. I want to make that perfectly clear, but if we do not put the field in, their priority was to have some tennis courts for play for Lincoln students.

Saltzman: if I can pick up on the food issue again, I think the testimony was not so much the presence of food but the type of food being prepared. It resonates to me. If you're going to have deep fried, fat fried fumes in the air right near the rose garden, that seems really inconsistent. So how about some restriction on the type of food? There needs to be sandwiches or whatever.

Abbate: I'm not sure if it was under your watch on parks that we adopted the healthy food policy that guides the kinds of menu options we offer at community centers, I absolutely would -- I'm sorry, it was commissioner Fish. So I think we would want something that reflects the values of the city and reflects the values of the park in the appropriate ways, so I absolutely concur.

Saltzman: It's the odor issue.

Eudaly: I just want to go on record of saying I love the idea of food in the park, and I thank commissioner Fritz for bringing in the aspects of a lot of European and British parks possibly to Portland, where you can get delicious snacks, but I agree, you know, there are nuisances or impacts that we need to think about mitigating. And so I've already come up with a new business, which may be my plan b, and that is a solar powered zero waste picnic basket food cart. So actually anyone interested is free to grab that idea and run with it. And I'm being silly, but I'm serious. I don't like the idea of a generator in the parks.

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Certainly don't like the idea of waste, rats, but I do love the idea of refreshments being available. I think people would spend more time there. And it -- it could bring more of a festive community feeling.

Fish: We already do it. One of the great additions to summer free-for-all was bringing healthy food and turns out that just as in our rec centers we have a captive audience and you offer them a healthy choice they're going to gravitated to the healthy choice if they're hungry. So it's a double win.

Abbate: I would also mention too in the plan, is looking at the south zoo train station and could that be converted to a more of a sit down kind of place? It's really perched up above and has a wonderful view of the rose garden and the city, so that another thing that's in the plan as well.

Wheeler: I see a couple of thumbs up there. [speaking simultaneously.]

Fritz: Do worry we landed on trains and food.

Wheeler: You and commissioner Eudaly can go into business at the train depot.

Fish: Mike we have a letter from Dean Alterman, Dean is a terrific lawyer and a terrific human being but in his letter he raises the question about at what point does this potentially become a land use proceeding versus a master plan. I know this is a heavily regulated area, the way we would normally address any inconsistencies in a plan or report or potential inconsistencies, we would clean them up as we go along. He's raising a more fundamental question about whether this is a land use proceeding and therefore must be guided by the 2035 comprehensive plan. Have you had a chance to -- would you offer an opinion on that?

Fritz: Could we ask the city attorney on that?

Denis Vannier, Senior Deputy City Attorney: So I would be happy to have conversations with you about that. What I would say is as it is currently framed as a guidance document, no. It would not be a land use decision as it is framed right now.

Fritz: We would be in a boatload of trouble if we were coming in here with a land use proceeding and not gone through all of the required notifications, planning and sustainability commission. I would expect the city attorney's office would have brought this to our attention prior to this. So this is a guidance.

Wheeler: I'm not an attorney, so I'm just going to tell you exactly how it is in legal land. This is not a regulatory overlay. It says in the very first sentence that it is a guide for future use and development.

Roth: Correct.

Wheeler: There's nothing binding in this.

Abbate: Correct, we do try to live up to the spirit of the master plan, knowing that council that accepted one has giving us guidance to move forward consistent with that master plan.

Wheeler: I was just trying to make your legal counsel twitch. I had no idea from a legal point, it made sense to me.

Fish: Mike, how do we pay for this? And this is a long-term vision. So this is -- sounds like my 14-year-old is going to be close to 40 when this is actually --

Fritz: It is going to be his job to pay for it.

Fish: So there's nothing in here about how we pay for it. There was one comment that I noted that I just want to offer a brief rebuttal on, which is yes we have to choose among competing priorities. Yes, this is a big ticket item and we don't have any money for it. I hope in this we don't lose track of the fact in the last four years parks has invested over \$50 million in building the parks in east Portland and I think we should all take great pride in the fact that you're taking the bulk of the sdc revenue and whatever other money wasn't nailed down and you've invested in it in east Portland, and within about a ten year period there will be a revolution in terms of new space of play and green spaces in Portland. So I

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actually believe that would be one of Amanda's most significant legacies at the helm of parks, but we have to make choices and on this one and clearly we don't know how to pay for it.

Abbate: Yes, and commissioner, I would say we knew when we began the master plan that whatever the number came out to be, we wouldn't have a strategy yet. That's one of the reasons we took a different approach. You saw the list of people on the champions committee, these are citizens who have given their time and signed on knowing that they would be partners in trying to help us find different funding mechanisms for different components of the plan. So whether it's public/private partnerships in some things, revenue generators like a restaurant, food, there's a myriad of things and you're right, the plan once adopted, if it has your support, or accepted, excuse me, we will then go to work on how to fund it and what are the most urgent areas. I think John Russell brought up an interesting idea. I haven't consulted with anyone on that but bonding against future parking revenue that sounds like an interesting idea.

Saltzman: So my final question, two final questions. First final question, I'm looking for an absolute commitment that a transportation management plan would be adopted prior to implementation of any aspect of this plan?

Abbate: Yes, we will bring that back to council.

Saltzman: And secondly, I was sympathetic to Andrew Jansky's point about the all-purpose bike trail being 15 years off. Any chance we can move that up one to five years?

Abbate: Yes, I will say -- there are a few things that make sense to be in later phases because there's a prerequisite a head of time. For example, we don't want to build a parking lot until the children's museum moves, but there's other things like the canopy walk for the Hoyt arboretum or the mountain trail that if the resources were available, we might be able to move those up sooner. So we mentioned that to Andy in previous conversations. So yes, we could move that up.

Fritz: We don't have money for any of it. So there's that and I wanted to mention the canopy walk. We don't want to take away from the experience at Leech botanical gardens. So it specifies in the plan that Leech will go first and if it's successful then we'll consider having one at Washington park. There's various different entities who are willing to go fundraise for this park being the jewel of the crown. I do and I think the bureau does want to make sure that we continue our work providing wonderful experiences for people who don't have any -- knowing this vision will guide any actions plan over the next many years.

Abbate: If I could have one final word, I want to personally thank Emily for her tireless efforts, it's been two years. Emily Roth has been involved in many of the most important planning efforts in this city and the Washington park master plan has had tremendous effort with positive impact, so regardless of your decision, council, I want to commend and thank Emily for her great work.

Wheeler: Any other questions before I call the question to the amendment? Commissioner Fritz had given us the amendment written out nicely on Portland parks and recreation stationary. Any further questions on the amendment? Please call roll.

Fritz: Aye **Fish:** Aye **Saltzman:** Aye **Eudaly:** Aye

Wheeler: Aye, the amendment is adopted. The main motion, please call the roll.

Fritz: I'm tremendously proud of the work you have done and I am proud to be associated with this. I want to emphasize you've done the bulk of the work and as with the community and thank you to everybody who came in. A wide variety of different opinions and I think everybody got some things they liked. Probably most people got things they didn't get exactly what they wanted so this is a guidance plan and the funding of it is obviously going to be huge. I also thank Emily Roth. You did an amazing job on this project, as you did with forest park natural resources management plan and all the other associated things. I'm very pleased with the community engagement on this there's always ways we can

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improve. I'm very grateful to the Arlington heights neighborhood association and Sylvan-Highlands neighborhood association and everybody who's been involved. Thank you to the champions committee, you really have been champions on this and will be needed moving forward. I was a bit skeptical when Mike and thank you Mike for your leadership on this. Mike mentioned about the champion's committee and, that seems like a pretty tall order and do you think people going to want to do that and not only have you wanted to do that, but you have done it in a really amazing fashion. So this is a phenomenal plan that if we do it, only part of it, it will still be a great step forward for Washington park. Thank you to the Pooja Bhatt and Cristina Nieves on my staff who have really been engaged, and also Michelle Hanson, who's answered multiple different e-mails from folks just wanting information. We get probably, I am about 50 e-mails behind, so I'll work on that in the future. It's a plan that people all over Portland and probably people all over the state of Oregon are invested in and care about this wonderful place within our community, and since we can't build our way out of our parking problems we have to figure out some other solutions, and I'm really hopeful that this plan will do that. Thank you to my colleagues for your active engagement. Aye.

Fish: Commissioner Fritz, thank you for bringing this forward and for guiding this council discussion. I will enthusiastically vote to accept this plan. I was chucking when people kept saying Emily's been handling all the hard work, actually there ought to, there must be something in your contract, some kind of hardship pay with some of the things that you worked on, but you had some very tough assignments and you do a superb job, so thank you. Mike, thank you for guiding the bureau through this process and reconciling all the different voices. With commissioner Fritz at the helm of Portland parks and rec, I have no doubt there was a robust public process in engaging the voices, and I thought the icing of the cake was the comment that you made that east Portland was surveyed on questions, including whether they wanted food, and that was terrific and that probably was not been the case 10 years ago. So thank you for that work and I'll say on a personal note without going into too many details, I've been taking some personal days recently and on my personal days when I need to find a place that's quiet and nourishing and allows for recovery time, I've been spending a lot of time walking around Washington park discovering things that I didn't about it and it is a crown jewel. Our city is blessed with so many wonderful things, but this is our crown jewel and what I love about this is that you're giving us a blueprint for how we can continue to have a world class Washington park for the next generations to come and we should be doing more of this and planning for the future. So thank you for your good work. I'm very proud to accept the report aye.

Saltzman: I thank commissioner Fritz for her leadership and Portland parks and recreation in particularly Emily Roth for this plan. As you probably saw from my motion about the train, Washington park holds a special place in my heart. I grew up near there and as a teenager engaged in activities that were at the time legal.

*****: Are you our zoo bomber?

Saltzman: Not the zoo bomber. [laughter]

Fish: Strike that from the record. [speaking simultaneously.]

Saltzman: I frequented the trail quite a bit, I'm sorry the park, the park, but I also love the trails and Hoyt arboretum and walk those to this day when I get a chance and I just really think this is a jewel. And I think we have a master plan in front of us that reflects has that jewel in its reflection and will carry us well into the future. And I appreciate your willingness to accommodate our concerns about the train, about the transportation master plan, food, things like that. Thank you aye.

Eudaly: How do I follow that I could make a similar confession, but I'm not going to. I will say to you too, commissioner, and I'm pretty sure the mayor as well, but we did all grow up here. Thank you to commissioner Fritz and to Portland parks and rec. I also grew up going

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to the park. My earliest memory is being taken up there by my 85-year-old kind of fairy godmother Esther strong who was an early supporter of the Japanese garden, and it's just -- and thank you to the community because it's just an incredible opportunity to kind of revive and expand and reenvision the beautiful place. Aye.

Wheeler: There's so much I could say that I will not, commissioner Saltzman. Thank you everybody who testified today. I am extremely pleased with this work. I think this is fantastic and as somebody who's had an arms-length distance to the work that commissioner Fritz has been doing and the parks bureau has been doing and, Emily, that you have been doing, it has been fun to watch this come to fruition. And I think it paints a really brilliant vision for the future of this park. And I want to go back to something you had said, mike, a number of months ago on a different topic, which was this is a regional draw. This is an important asset for the entirety of Portland because the breadth of the parks and services and the experiences that one can have here, and I feel like you've been respectful of that reality that this is really a regional asset. So thank you for that. I appreciate commissioner Fritz's amendments and I am very happy to support this. I really look forward to the work that's going to be done based on some of the testimony today around the trains, the transportation plan, figuring out the parking situation, making sure that it fits with our vision as an age friendly city. So great work begets great work, so I vote aye. The resolution is adopted as amended. Colleagues, I need council to stick around for just a minute. Thank you to everybody who was here. Karla, can you read items 259 and 262?
Items 259-262.

Wheeler: Folks, this is procedural, but it's important, so if I can ask you to keep your voices down while we're going through this. Thank you.

Wheeler: Colleagues, these items, items 259 to 262 related to the central city 2035 plan originally scheduled for March 15 are continued to March 22 at 2:00 p.m. And therefore they will not be discussed today, March 15. Does that pass muster with legal counsel?

Linly Rees, Chief Deputy City Attorney: I believe there was some additional announcements.

Wheeler: I do not have them. Can you provide them to me, please? Thank you. We scheduled -- we were scheduled to take up the central city 2035 plan at this time. However, on March 8 the city council decided that they needed more time to analyze several of the amendment items on the table and asked to postpone the discussion. So we're continuing this item to March 22, 2018, at 2:00 p.m. Time certain. That's March 22, 2018 at 2:00 p.m. Time certain. On March 22 we'll discuss the following items. One the new amendments that will moved, seconded and the subject of a public hearing on March 7, that includes the view from the i-84 overpass. The view of mt. Adams from upper hall and how to measure the top of bank understructures amongst other things. Number two, commissioner Eudaly indicated she intends to propose a motion for reconsideration of the river place height and tower orientation amendments that were voted down on March 7. Since there was public testimony on river place amendments on January 18, there will not be any additional public testimony on that item on March 22. Three, on March 22 I will introduce amendments related to access and parking on public school sites in central city. This has come to my attention because Lincoln high school is in the midst of a redevelopment process. If there is a second to my amendment, Council will take public testimony on the amendments that day. Any written testimony on those amendments must be submitted before the close of the public hearing because I intend to ask the council to vote on that item once testimony closes. Materials for the March 22 session including the proposed amendments for public school sites in the central city will be posted on the bps website by close of business on Friday March 16, 2018. And I should note that bps stands for bureau of planning and sustainability. So that will be on their web site by close of business on Friday, March 16, 2018.

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Fritz: How will community members who don't happen to be watching at 5:10 at the end of this parks hearing, know about the Lincoln high school amendments in order to be able to send them in if they don't happen to be checking the bureau's website on a daily basis?

Rees: So two things: One, as part of land use hearings there is an anticipation that people who are following the process would follow each of these hearings, and so the reason we are holding you here after 5 o'clock is to make sure we're continuing it appropriately. It's also my understanding that bureau of planning and sustainability sends out e-mail blasts to their list of people who are interested in the process and will be included or has been, but it will be included in their e-mail that goes out to folks.

Fritz: So mayor, as the commissioner-in-charge of the bureau planning sustainability, I would appreciate it if you would have the bureau send out an e-mail highlighting the amendment that you're going to be bringing. Because otherwise we've been through this whole process, people may feel there's nothing on the table and they don't need to come to that last discussion.

Wheeler: I can do that. And could I please work with legal counsel to make sure that happens appropriately?

Rees: Yes. And we had received a text while you were reading the text from BPS, from Sally Edmunds saying we are also sending out the amendment in an e-news tomorrow. So I'm receiving same-time text that they are in fact sending that information.

Fritz: So I want to make sure that it's a single issue e-mail rather than a here's the gamut of things and this might be buried in paragraph 6.

Rees: I suspect sally is listening now and --

Fritz: I trust sally to do the right thing.

Rees: We will highlight that, yes.

Wheeler: Thank you. We appreciate it. Colleagues, there being no further business, we're adjourned.

At 5:14 p.m. council adjourned