



CITY OF
PORTLAND, OREGON

**OFFICIAL
MINUTES**

A REGULAR MEETING OF THE COUNCIL OF THE CITY OF PORTLAND, OREGON WAS HELD THIS **6th DAY OF NOVEMBER, 2019** AT 9:30 A.M.

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

Mayor Wheeler left at 12:11 p.m. and Commissioner Fritz presided.

OFFICERS IN ATTENDANCE: Karla Moore-Love, Clerk of the Council; Naomi Sheffield, Deputy City Attorney; and Dorothy Elmore and Ian Williams, Sergeants at Arms.

On a Y-5 roll call, the Consent Agenda was adopted.

The meeting recessed at 11:29 a.m. and reconvened at 11:33 a.m.

COMMUNICATIONS		
1009	Request of David Kif Davis to address Council regarding war crimes of City-contracted G4S security private military contractors / mercenaries (Communication)	PLACED ON FILE
1010	Request of Lightning Super Connectome to address Council regarding Human Connectome (Communication)	PLACED ON FILE
1011	Request of Shedrick J. Wilkins to address Council regarding I hate Oregon (Communication)	PLACED ON FILE
1012	Request of Anna Weichsel to address Council regarding proposed changes to Code Section 3.96, relating to questions of participation structure and equality of representation (Communication)	PLACED ON FILE
1013	Request of Thomas Karwaki to address Council regarding Vision Zero – reading of the names and a moment of silence for those killed by vehicles on the streets of Portland in 2019 (Communication)	PLACED ON FILE
TIMES CERTAIN		
1014	TIME CERTAIN: 9:45 AM – Amend Deconstruction of Buildings Law Code to include houses and duplexes built in 1940 or earlier (Ordinance introduced by Mayor Wheeler; amend Code Chapter 17.106) 1 hour requested	PASSED TO SECOND READING NOVEMBER 13, 2019 AT 9:30 AM

<p>1015</p>	<p>TIME CERTAIN: 10:45 AM – Proclaim November 11, 2019 to be Veterans Day (Proclamation introduced by Mayor Wheeler) 15 minutes requested</p>	<p>PLACED ON FILE</p>
<p>CONSENT AGENDA – NO DISCUSSION</p> <p>Mayor Ted Wheeler</p> <p>Bureau of Planning & Sustainability</p>		
<p>*1016</p>	<p>Authorize applications to Oregon Department of Land Conservation and Development for a technical assistance grant and Business Oregon for a planning grant in the total amount of \$60,000 for marine industrial land analysis (Ordinance) (Y-5)</p>	<p>189753</p>
<p>Office of Management and Finance</p>		
<p>*1017</p>	<p>Authorize a grant agreement with Metropolitan Family Service in an amount not to exceed \$81,487 to provide free tax preparation targeted to Portland individuals and families earning less than \$50,000 (Ordinance) (Y-5)</p>	<p>189754</p>
<p>*1018</p>	<p>Change the salary grade of the nonrepresented classification of Human Resources Systems Analyst (Ordinance) (Y-5)</p>	<p>189755</p>
<p>REGULAR AGENDA</p> <p>Mayor Ted Wheeler</p> <p>Bureau of Police</p>		
<p>1019</p>	<p>Authorize three Oregon Impact traffic enforcement grants for a total of \$90,000 from the State of Oregon for officer overtime reimbursement and authorize the Mayor or Chief of Police to execute future Oregon Impact grant agreements (Ordinance) 20 minutes requested</p>	<p>PASSED TO SECOND READING NOVEMBER 13, 2019 AT 9:30 AM</p>
<p>Office of Management and Finance</p>		
<p>1020</p>	<p>Accept report recommending a contract award to Thyssenkrupp Elevator Corporation for the Justice Center Elevator Modernization project, not to exceed \$1,535,827 (Report) 15 minutes requested for items 1020-1021 Motion to accept the report: Moved by Fish and seconded by Fritz. (Y-4; Eudaly absent)</p>	<p>ACCEPTED PREPARE CONTRACT</p>
<p>1021</p>	<p>Accept report recommending a contract award to Thyssenkrupp Elevator Corporation for the SmartPark Elevator Modernization project, not to exceed \$3,218,005 (Report) Motion to accept the report: Moved by Fish and seconded by Fritz. (Y-4; Eudaly absent)</p>	<p>ACCEPTED PREPARE CONTRACT</p>

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1022	Amend Revenue and Finance Code to streamline the procurement and contracting process (Ordinance; amend Code Chapter 5.33, 5.34 and 5.68) 15 minutes requested	RESCHEDULED TO NOVEMBER 13, 2019 AT 9:30 AM
Portland Housing Bureau		
*1023	Authorize an Intergovernmental Agreement with Multnomah County for the transfer of \$4 million from the Multnomah County Supportive Housing Fund to the Portland Housing Bureau for development of 70 housing units at the Westwind Apartments project (Ordinance) 15 minutes requested (Y-5)	189756
Commissioner Chloe Eudaly		
Bureau of Transportation		
*1024	Amend Ordinance to revise the legal description for SE Washington St (Ordinance; amend Ordinance No. 181698; VAC - 10037) 15 minutes requested (Y-4; Wheeler absent)	189757
*1025	Authorize the Bureau of Transportation to acquire certain permanent and temporary property rights necessary for construction of the SW Capitol Hwy: SW Taylors Ferry Road to SW Garden Home Road project, through the exercise of the City's Eminent Domain Authority (Ordinance) 15 minutes requested Continued to November 7, 2019 at 2 p.m. (Y-4; Hardesty absent)	189758

At 12:27 p.m., Council recessed.

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A RECESSED MEETING OF THE COUNCIL OF THE CITY OF PORTLAND, OREGON WAS HELD THIS **6th DAY OF NOVEMBER, 2019** AT 2:00 P.M.

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

Commissioner Fish arrived at 2:07 p.m.

Commissioner Fritz left at 5:05 p.m.

OFFICERS IN ATTENDANCE: Karla Moore-Love, Clerk of the Council; Lauren King, Deputy City Attorney, and Linly Rees, Chief Deputy City Attorney, at 4:30 p.m.; and Christopher Alvarez and Ian Williams, Sergeants at Arms.

1026

TIME CERTAIN: 2:00 PM – Amend the Comprehensive Plan, Comprehensive Plan Map, Zoning Map, Title 33-Planning and Zoning, Title 18-Noise Control, Title 32-Signs and Related Regulations to revise the Multi-Dwelling Residential designations and base zones (Previous Agenda 945; Ordinance introduced by Mayor Wheeler; amend Code Title 33, and Code Title 18 and 32)
3 hours requested

No additional oral testimony will be taken. Written testimony will be accepted until November 21, 2019.

Motion to put the Minor or Technical Amendments (A-F) on the table: Moved by Hardesty and seconded by Eudaly. Vote not called.

Motion to put the Major Code Amendments (1a-c, 2-6) on the table: Moved by Fish and seconded by Fritz. Vote not called.

Motion to put the Map Amendments (M1-M3) on the table: Moved by Hardesty and seconded by Fritz. Vote not called.

Motion to allow FAR to be transferred from multi-dwelling zone properties to sites in commercial/mixed use zones, and allow FAR to be transferred from commercial/mixed-use zone properties to sites in multi-dwelling zones: Moved by Wheeler and seconded by Eudaly. Vote not called.

Details about proposed amendments included below.

**CONTINUED TO
NOVEMBER 21, 2019
AT 3:45 PM
TIME CERTAIN**

At 5:24 p.m., Council recessed.

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A RECESSED MEETING OF THE COUNCIL OF THE CITY OF PORTLAND, OREGON WAS HELD THIS **7th DAY OF NOVEMBER, 2019** AT 2:00 P.M.

THOSE PRESENT WERE: Mayor Wheeler, Presiding; Commissioners Eudaly, Fish, Fritz and Hardesty, 5. Commissioner Fritz presided at 3:14 p.m for item 1025.

Commissioner Fish arrived at 2:02 p.m.
Commissioner Hardesty left at 2:58 p.m.

OFFICERS IN ATTENDANCE: Karla Moore-Love, Clerk of the Council; Lauren King, Deputy City Attorney; and Christopher Alvarez and Ian Williams, Sergeants at Arms.

The meeting recessed at 3:08 p.m. and reconvened at 3:14 p.m.

1027	TIME CERTAIN: 2:00 PM – Accept the 2019 City of Portland Tribal Relations Program Report (Report introduced by Mayor Wheeler) 1 hour requested for items 1027-1028	REFERRED TO COMMISSIONER OF FINANCE AND ADMINISTRATION
1028	Proclaim November 2019 to be Native American Heritage Month (Proclamation introduced by Mayor Wheeler)	PLACED ON FILE

At 3:17 p.m., Council recessed

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A RECESSED MEETING OF THE COUNCIL OF THE CITY OF PORTLAND, OREGON WAS HELD THIS **7th DAY OF NOVEMBER, 2019** AT 6:00 P.M. AT PCC SOUTHEAST CAMPUS – COMMUNITY HALL.

THOSE PRESENT WERE: Mayor Wheeler, Presiding; Commissioners Eudaly, Fritz and Hardesty, 4.

OFFICERS IN ATTENDANCE: Karla Moore-Love, Clerk of the Council; Lory Kraut, Senior Deputy City Attorney; and Christopher Alvarez and Daniel Sipe, Sergeants at Arms.

1029	Nominate and appoint Andrea Hamberg, Jeffrey Moreland Jr., Ranfis Villatoro and Faith Graham to the Portland Clean Energy Community Benefits Fund Committee for terms to expire on November 7, 2021 (Report introduced by Mayor Wheeler) 2 hours requested for items 1029-1032 Motion to accept the report: Moved by Hardesty and seconded by Eudaly. (Y-4)	CONFIRMED
*1030	Authorize a Memorandum of Understanding to accept assistance, support and resources from the Natural Resources Defense Council, as outlined in the American Cities Climate Challenge Support Package (Ordinance introduced by Mayor Wheeler) (Y-4)	189759
1031	Accept report on the Rose Lane Project (Report introduced by Commissioner Eudaly) Motion to accept the report: Moved by Hardesty and seconded by Eudaly. (Y-4)	ACCEPTED
1032	Report on the Bureau of Planning and Sustainability Zero Cities Project (Report introduced by Mayor Wheeler)	REFERRED TO COMMISSIONER OF FINANCE AND ADMINISTRATION

At 8:10 p.m., Council adjourned

MARY HULL CABALLERO
Auditor of the City of Portland

Karla Moore-Love
Digitally signed by
Karla Moore-Love
Date: 2020.04.27
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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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Key: *** means unidentified speaker.**

November 6, 2019 9:30 a.m.

Wheeler: Good morning, everybody, this is the November 6, 2019 morning session of the Portland city council. Karla, please call the roll.

Eudaly: Here. **Fritz:** Here. **Fish:** Here. **Hardesty:** Here.

Wheeler: Here and now we will hear from legal counsel on the rules of order and decorum. Good morning.

Naomi Sheffield, Deputy City Attorney: Good morning. 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 the city council meetings so everyone can feel welcomed, comfortable, respected and safe. To participate in the 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 and resolutions or the first readings of ordinances. Your testimony should address the matter being considered at the time. If it does not you may be ruled out of order. When testifying, please state your name for the record. Your address is not necessary. 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, would like to show your support for something 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 thumb's down. Please remain seated in council chambers unless entering or exiting. If you are filming the proceedings do not use bright lights or disrupt the meeting. 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 very much, first up is communications.

Item 1009.

Wheeler: Three minutes, name for the record, please.

David Kif Davis: And please don't have your g4 mercenaries come and rush me before I can get my camera.

Wheeler: Please start the clock.

Davis: So I wanted to start off, actually, by talking about g4s a big article that just came out in the usa today about them hiring unhinged people, violent cops that smash people's faces in the walls, and then team to rape, rape women and say, I am the security. We are in control here. Ha-ha. And I see that same pervasive attitude here with the security here, and they violate people's ada rights. They violated joe walsh's rights, my rights, all kinds of people's rights, and also, going on to something else which is more important, and kind of involves you, chloe eudaly, please don't leave, about your pbot agency targeting a homeless family awarded domestic violence funds recently by the state because you guys, the city of Portland are the perpetrators against the homeless family, jay vincent, and his family. They are living in the school bus, in st. John's, and you repeatedly targeted them

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for years and years and years. Until the state recently awarded them domestic violence funds, to leave the state. That's you, and that's you, chloe eudaly, remember when you -- there is the photo of you, sitting next to that banner that says, no war but the class war. No war but class war, when you used to act like you were a little radical? Well, now you are the class war against the homeless. You join the group, and what did you do for jay and his family? Nothing. You perpetrated war crimes, just like g4s and I am glad you did not vote for him but you did praise them around here when they deserved no praise. All you other people are disgusting, and ted wheeler, terry bean money, what about scott ballow, what about morrell, inc. Owned by a child pornographer that every one gets your campaign stuff printed by. You are free to interrupt if you don't get your campaign stuff printed at morrell, inc. Owned by scott ballow, busted for child porn. I know that there is pictures of you hanging out with scott ballow, I posted them on my twitter Multnomah county cop watch, and you are all smiling with a guy who is busted for child porn and you are the police commissioner, too? Yeah. That's real accountability.

Wheeler: Thank you, your three minutes are up. Thank you. You are going to sit down or I will rule you out of order. You are going to sit down or I will rule you out of order. Next individual. I am sorry, you are out of order. You are going to have to leave. You are winning friends left and right, my day, have a good day. Next person, please.

Item 1010.

Wheeler: Good morning.

Lightning Super Connectome: Good morning. My name is lightning and I represent lightning super connectome. To the neuroscientist, it's my connectome my consciousness? The human connectome is a Comprehensive map of the neurocognitions in the brain and may be thought of as its wiring diagram. We live in a universe of space, time, mass, and energy and consciousness arising out of complex systems, to wanted origins of consciousness we must create a comprehensive map of neurocognitions in the brain. We must create the human connectome. In the words of elon musk, we must fight for the light of consciousness. Video, please.

[video plays]

*****: Nerve cells are connected in a wiring diagram, and now it's up to our generation and the generations following to get those diagrams and really know what they are.

*****: Think of the folds of the cerebral cortex as analogous to the crumbling of the earth's surface into mountains and valleys and other geographic features.

*****: We start off, all of us as a single celled organism, and then we all go through this miracle of development where we create [inaudible]

*****: There are environmental factors that are going to shape how the convolutions are created over time. If you want to understand and be able to ask deeper questions about behaviors and where they come from and why am I different from you and why are we similar? It's a very exciting time in developmental neuroscience.

[video ends]

Wheeler: All right, that was interesting, thank you. Next individual, please, Karla.

Item 1011.

Fish: Shedrick, tell us It's not true.

Shedrick J Wilkins: I am surprising. I hate Oregon because we don't have a baseball team. I support the diamond stadium project, and I remember in the early 1970s, who was that guy on bonanza? He said the Portland beavers or I don't know what they call it, and he did not make it, and of course, the blazers blew every away in 1977 so we abandoned - I like baseball. I hate football. I think that football is rough. High school is really -- it's a bad sport because it's played in the rain and bad weather, I like baseball better. You can play baseball with plastic baseball, have a lot of fun in the spring and summertime. I got the world series right. I was for the nationals. So I think it's a positive thing to build a

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baseball stadium and have a team, and another thing, say I hate Oregon because we should have had a mayor like mayor wheeler in the 1990s. You are a great mayor. I support your re-election. At oaks park I talked to your opponents, and I do not expect a run-off so I will help you early on, and when you get an office, I enjoyed helping you four years ago, and seeing how your process is going along, and I support your re-election. And I hate Oregon for not having a baseball team, we need baseball, and I am anti-football.

Wheeler: Thank you, appreciate you comments. Next individual, please.

Item 1012.

Wheeler: Good morning.

Anna Weichsel: Good morning. My name is Anna Weichsel. Dear city council, I am living in Portland for two years now with the past six months, I engaged in the code change 3.96. The concerting character of this discourse has startled me. Today I am speaking for my point of view as a recent immigrant with east german roots, and as a resident without the right to vote in this country. Based on my own micro-history of being punished for defending the democratic principles in east germany, and adjusting twice to completely different cultural and social settings, for me, civic engagement is the backbone of a just, equitable and democratic community. The proposed code change cast out on its [inaudible] for any obstruction. It seems to dismantle accountable structures in the name of plurality and does not implement updated ones. To my point, first, the leg of acknowledgment of standards to which any participating individual group and city bureau is accountable to. The proposed paragraphs imply an engagement of the city of Portland with its community and civic. The code needs to define the democratic standards for participatory interactions first and foremost based on ethical principles, and independent of an economic approval system, such as the proposed budgeting process. To overcome historically inherited problems of inequality and self reflecting on the understanding of social interactions as needed. One that avoids tokenism and [inaudible] on human dignity, a concept that allows for mutual rights and mutual obligations and adjustment of our socially constructed categories and associations. Second, the proposition of a reliable and transparent organization structure of a presentation that serving people who live, play, and work in Portland. codes need to define socially and cultural responsibilities of a community by outlining a tangible organizational structure to ensure the decision-making process and encounter reasonable interference of any interest group and city developments. The obscure code proposal does not guarantee a problem in under-represented groups, as the organizational structure of civic engagement is more confusing. The logic behind the presentation works upon insufficient means of participation. It's skills and time to intervene and an existing power system are crucial, a reliable system of participatory organization is imperative. The proposed code was out any structural strong hold of standard rules and accountability and has an uncontrolled influx of interest groups, and disproportionately assist persons with experience and speak the language of social and political structures.

Wheeler: Thank you for your testimony. Commissioner eudaly.

Eudaly: I would like to comment. We are not going to have an exchange here. You are a little out of date on our information. Number one, the proposed code change maintained all of the rights and standards of neighborhood associations, and that's been the case for several months. Two, we're not actually passing code change and there will be an event, a special council session on November 14 at 5:30 at sei where you can hear about what we are doing. If not, we are not going to have an exchange. This is not an exchange. You can talk to my office. Thank you.

Wheeler: Thank you. Next individual, please.

Item 1013.

Wheeler: Good morning.

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Thomas Karwaki: Good morning. My name is Thomas Karwaki and I am a member of the Portland bureau of transportation budget and bureau advisory committee. Vision zero is a very important subject, and we start each meeting with concentrating on those people who have died on the streets of Portland. You have received the names of everyone, as well as where the accidents or the crashes were and you have also received a map, which has the locations, and separated by whether they are a pedestrian, bicyclist, or motorcyclist. Lowell gibson, pedestrian.

*****: Michelle [inaudible], pedestrian.

Not available, motor vehicle.

*****: James a. Mccree, pedestrian.

*****: Lori pierce, pedestrian.

*****: Not available, bicycle.

*****: Heaven matthews, motor vehicle.

*****: [inaudible], pedestrian.

*****: Sean scott, pedestrian.

*****: Name not available, pedestrian.

*****: Name not available, pedestrian.

*****: Name not available, motor vehicle.

*****: Name not available, motor vehicle.

*****: Sandra bosh, pedestrian.

*****: Name not available, motor vehicle.

*****: Deante martin, eugene farlow, motor vehicle.

*****: Lori woodard, pedestrian.

*****: Ray w. [inaudible] motor vehicle.

*****: Larry dill, pedestrian.

*****: Elijah coe, motorcycle.

*****: Name not available, motorcycle.

*****: Anna moreno hernandez, motor vehicle.

*****: Caylee miranda hernandez, motor vehicle.

*****: Mark herr, motor vehicle.

*****: Tonya smith, motor vehicle.

*****: Luana, adams, pedestrian.

*****: Magill sanchez, motor vehicle.

*****: Lance t. Hart, bicycle.

*****: Alfonso martinez [inaudible], motor vehicle.

*****: Charlene huff, motor vehicle.

*****: Robin mccady, motor vehicle.

*****: Jamie st. Louis, motor vehicle.

*****: Donald cole, motorcycle.

*****: Alaina [inaudible], motor vehicle.

*****: Cart mueller, motorcycle.

*****: Tony mack, motor vehicle.

John shenfield, motorcycle.

*****: Christian lennon, pedestrian.

*****: [inaudible] motor vehicle.

*****: Edward woods, motorcycle.

*****: Eric tomlinson, pedestrian.

*****: Name not available, motorcycle.

*****: Thank you.

Lew Frederick: Lew frederick, state senator, district 22, north and northeast Portland. I am -- I wanted to have a chance to at least acknowledge one of my friends who was killed

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recently, Susan Bartlett, on her motorcycle on her Vespa. She was one of the people, one of those folks who was trying to be as safe as possible. She was always in her helmet and in gear to try to deal with things, but ended up being hit by an SUV in the Hollywood district, and I wanted to acknowledge her, as well as the 12 people that were listed who were in my district. The 12 incidents that took place in my district. Safety is an issue that all of us need to understand and work with. And I appreciate you listening to us and taking the actions you can on this.

Fish: Mayor?

Wheeler: Commissioner Fish.

Fish: Gentlemen, thank you for joining us this morning. Thomas Karwaki, thank you for leading the reading of the names. There are three members of this council that have lost loved ones to car accidents. And having lost my mother for a car accident, I can say that even though that event happened a very long time ago, there isn't a day that goes by when I am not affected by the fallout of losing a loved one. We all agree on this side of the dais that one death under Vision Zero is too many. I want to acknowledge that Pbot, through the Vision Zero program, is doing yeoman's work to address safety. I am pleased in some of these high crash corridors they are putting barriers that make it harder for people to make the kind of reckless left turns that have caused such carnage with the pedestrians. I am pleased that with lowered speed limits, and sometimes I feel like I am the only one who follows those, but it is important that we all slow down and observe those speed limits, and they are making other improvements, and I want to acknowledge that work, I believe personally we need to do some more enforcement of the laws because I think that sometimes enforcement is what gets the message across. We need to do it in a way, obviously, that's non-discriminatory. But thank you for taking the time to recognize those that we have lost, and we have a lot of work to do, but I think that we do have a plan. We have a model, and I think that Pbot is showing us ways in which we can get ahead of that terrible crisis, and I will continue, we will all continue to work with Chloe and her bureau to make progress.

Rod Martinell: And for the record, I am Rod Martinell. And thank you for the time to express the importance of the Vision Zero initiative in that program.

Wheeler: Thank you for being here and keeping this issue front and center. Senator, thank you for being here today.

Fish: Can I be recognized for a moment?

Wheeler: Commissioner Fish.

Fish: So I am sorry that Commissioner Fritz isn't here but since there was an election yesterday, I do think that it's important that we acknowledge a couple things. We had a colleague, Commissioner Fritz, who took two ballot measures forward -- one which proposed to put protections of the Bull Run into the charter, and the second one would allow for mutual aid agreements in our charter, so it would allow our men and women, first responders, for the utilities to train with other jurisdictions, respond to their crisis and also in turn have other folks help us during the crisis. They both passed with record votes. So congratulations to Commissioner Fritz, and I think on behalf of the council we owe her a debt of gratitude for the work that she did. I've been on the council a while, and I don't remember two measures that passed with 89% of the vote. So it's really extraordinary. She has the secret formula. She goes out to neighborhood association and some are free for all events and does her advocacy, so congratulations. I want to acknowledge that the city voters chose to continue a levy for our teachers as the proud father of a sophomore in Portland public schools, that makes a huge difference. It means that we won't be laying off a lot more teachers, so thank you to Portland voters for digging deep on that.

Congratulations to Metro on a very strong showing on the Metro bond measure. For those of you who are interested, there is both a card out for Portland in the bond and there is

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also an opportunity to apply for discretionary dollars, and so there is a lot of good news in that bond. Thank you Portland voters for stepping up on that, as well. And finally, I just want to acknowledge that last night bank of america, which has a program called neighborhood builder, and every year selects two organizations in our community that they give money to, to help them do community work, selected the mobile play and meal program administered by parks and recreation for a \$200,000 grant. What that will allow us to do is expand a program which takes play and food to hungry kids and families in places in Portland that don't have built infrastructure. So think about apartment buildings that are not within a half mile of a playground or a park, or places in east Portland, north Portland, and elsewhere we are extremely excited to get that grant. It will allow us to serve more hungry families and kids, and we're grateful to be, to be the recipient of that generous gift.

Wheeler: Commissioner Fritz.

Fritz: Commissioner Fish, thank you for your kinds words, thank you for your park staff and allowing me to be at the summer free for all events. We were careful to use the secretary of state-approved informational -- information sheet on that, so that the city staff were not involved in advocacy on the ballot measures, and similarly, the neighborhood associations, as well, with volunteer time, and I am very, very grateful to the voters of Portland who once again have satisfied my trust that when given full and accurate information, the voters make really good choices, so thank you for voting yes on everything last night.

Wheeler: Very good. Thank you, and just a note related to the last public testimony we took on traffic deaths, I want to remind the council next week we will be taking up a proclamation recognizing the victims of traffic deaths in Portland. Karla, have any items been pulled off the consent agenda?

Moore-Love: We have had no requests.

Wheeler: Call the roll.

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

Wheeler: Aye. Consent agenda is adopted. First time certain item, number 1014.

Item 1014.

Wheeler: Here in the city of Portland we value sustainability and protecting the environment, expanding our current deconstruction of buildings law is keeping with Portland's goals and values to help to bolster that effort. I would like to read excerpts from a city report that should sound familiar, if you have been following the debate over the last five years or so. The task force has been directed to study new approaches to the issues of housing density and demolition, in response to recent events involving the controversial development demolition, sorry, of housing to make way for new residential very many. The Oregon economy has recovered from the recession. New apartment and single family home construction has begun to approach record-breaking levels. The task force is considered options for saving viable housing and historic buildings, ensuring public safety, recycling, useful architectural fixtures, protecting the environment, and preserving the neighborhood character. These excerpts came from the housing task force report on demolition and density written more than 30 years ago. I bring this up because the concept and context of what we are discussing today isn't new. We recognize that some houses will be removed as we accommodate more development and density in the city. We recognize that the cycle has real impacts, impacts to our neighborhoods, our landfills our environment and to our health. What's relatively new is the significant steps we are taking to address these issues. Projects such as the residential infill project, in better housing by design. And three years ago, Portland began disrupting the business as usual approach to mechanically demolishing the houses by requiring the deconstruction. This means that houses are now hand disassembled, materials are salvaged for use, and in turn, these materials can be used in everything from sleeping pods for the houseless to handcrafted

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furniture and finishes that are showcased in our restaurants and coffee houses and elsewhere. Again, it's all about sustainability. Deconstruction also nourishes our continuing initiative to build a circular economy where we move away from a linear model of using something once and throwing it out and having it go to the landfill. Instead, finding ways to creatively reuse the materials. The process also reduces the carbon footprint created by conventional demolition and helps abate potential, harmful impacts such as asbestos and lead dust. This is not just made in Portland, it's made from Portland. Thank you for being here today. We look forward to our presentation.

Alisa Kane, Bureau of Planning and Sustainability: Good morning. Thank you, mayor wheeler and commissioners. My name is Alisa Kane, the climate action manager with the bureau of planning and sustainability in 2016 Portland was the first city in north America to require deconstruction for its oldest and most historic house when proposed for removal. Portland's ordinance ensured valued materials are salvaged for reuse instead of being burned, and during those hearings, we were commended for leading the way and council with thanks for its leadership on the issue. As you are aware, Portland continues to be looked at as an innovator and incubator for sustainability, policies and programs. The deconstruction ordinance is no exception. Other cities were paying close attention when we were doing this work, and now cities such as Vancouver, B.C., Palo Alto, Minneapolis, Denver and San Antonio have modeled their ordinances on our approach or installed grant programs and other incentives similar to what we used in the past. How we manage materials that come from older homes matters. Green building starts with how we remove a house and what becomes of those materials. We also understand that the life cycle impacts are becoming increasingly important as we looked for additional ways to reduce the carbon emissions and build a resilient city. We used a very long runway to phase in this program, and we started out with incentives in 2015, these were grants provided to people who wanted to demolish their homes and instead used deconstruction as an alternative, and then after seeing what the industry could handle, we enacted the ordinance in 2016, and at that time, some people wanted us to go farther, and we promised at that time that we would be back before the end of 2019 to reconsider advancing the amendment to cover more homes and expand this ordinance. So that's why we are here today, and Shawn will share more details of the amendment that we are proposing.

Shawn Wood, Bureau of Planning and Sustainability: Good morning, mayor wheeler and commissioners. Thank you for having us. I am Shawn Wood, I'm the construction waste specialist for the bureau of planning and sustainability, and first I would like to go over the purpose statement from the deconstruction code language in title 17. The deconstruction ordinance seeks to maximize the salvage of valuable building materials for reuse, reduce carbon emissions associated with demolition, reduce the amount of demolition disposal in landfills and minimize the adverse impacts associated with building removal. That's important because it's the "why" of this ordinance and also the "what" in terms of measuring success. The current ordinance requires deconstruction for any house or duplex that was built in 1916 or earlier or if it's a designated historic resource regardless of age. Houses built in 1916 or earlier represent approximately one-third of annual house demolitions. In our 26 ordinance's Alisa mentioned we established goal to raise that year built to houses built before 1941 by this year 2019. The proposed amendment would expand the ordinance to include houses and duplexes built in 1940 or earlier. These houses are rich in old-growth lumber found in the framing. The proposed effective date would be January 20, 2020. We had originally proposed December 31st of 2019 as an effective date, however, bds asked us if we could avoid that date because there might be a rush on permits around the holiday season when their staffing levels are low. Raising the year built +threshold to 1940 means we would capture approximately two-thirds of annual

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demolition permits. So while this doubles our capture rate, demolition permits have been declining since 2016. These are the number of annual demolition permit applications since 2016. The orange represents the current ordinance, and the green represents houses built between 1940 and 1917. As you can see, capturing houses built in or before 1940 puts us back to the level of work when the current ordinance began three years ago. Now I would like to talk about the benefits and outcomes of the ordinance to date. Since the ordinance went into effect in 2016, we have had over 200 house destructions, again, one-third of the house demolitions, and from those projects, over 2.4 million pounds of material is salvaged for reuse. Material that would have otherwise been burned or landfilled. All that salvaged material, the avoided impacts of disposal and production translates to carbon benefits which we'll hear more about in the panel testimony. While not the primary driver of the policy, the hazardous material benefits of deconstruction are an important one. Deconstruction has been looked at as a best practice if reducing the impacts of hazardous material when compared to mechanical demolition. New bds requirements that went into effect last year have helped to level the playing field by requiring the mechanical demolition projects to first hand remove all exterior, painted material and apply water to the structure before and during demolition and loading. However, deconstruction goes further, still. All the certified deconstruction contractors have been trained and certified in lead-based paint and asbestos hazards. This is a condition to maintain their deconstruction certification, this is not the case with mechanical demolition contractors. Familiarity with the potentially asbestos-containing material and the surgical nature of deconstruction means it is not uncommon that contractors come across unabated asbestos during the deconstruction. Work stops, the materials safely removed by an abatement contractor, and then work resumes on the house. This material is likely to go unnoticed and unabated during the mechanical demolition. The deconstruction ordinance helps to create economic opportunity, not only in deconstruction, but also in the sale, fabrication, and the installation of the salvaged material. From the beginning, the program has focused on providing opportunities for women, people of color, and other disadvantaged groups in the field of deconstruction and it continues today with current training and newly certified contractors. Preserving and maintaining our existing structures should always be the first approach, but if a house must come down, deconstruction allows us to preserve the irreplaceable materials and craftsmanship and preserve the built history and the human experience that is tied to it. Portland is a timber town, and our built history reflex that. Our ancient old growth forests are standing in the oldest houses. We have seen a lot of changes over the past three years. We currently have 12 companies certified to do deconstruction work and three additional ones in training. We have had two new salvaged retail operations open, and the existing and new retailers are adding value to the salvaged material, turning it into furniture, siding, and wall cladding, and Oregon state just recently completed successful testing of cross laminated timber, mass timber panels, constructed from deconstructed houses from the lumber from deconstructed houses in Portland. This industry has added the support of state and regional government, looking to further the benefit of material reuse. This ranges from equipment purchase assistance to sponsoring trainings with the focus on women and people of color. Because of the increased competition and innovation, the cost to deconstruct has come down, over the past three years and during that same time period the cost to mechanically demolish has gone up primarily because of shrinking markets for wood as industrial fuel and new site and dust control requirements implemented by the bureau of development services commonly known as sbh-71 requirements. Three years ago when the current ordinance passed, deconstruction cost approximately \$8,000 more than mechanical demolition, today the cost difference is anywhere from 0-3,000 more for deconstruction. We know that for every single house deconstruction, an average of 12 new units, single dwelling or multi-dwelling are

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constructed as part of the replacement development. That means that assuming a \$3,000 premium for deconstruction, the added cost is \$250 per unit and I would like to note that the homebuilder's association has suggested adding an exemption from the deconstruction requirements for houses removed for the purpose of constructing affordable housing, reducing the cost of affordable housing are important, and so, too, are the benefits of deconstruction, and with that lens, bps and the housing bureau explored the concept and implications of such an exemption after careful research, discussion and consideration, bps and the housing bureau did not support an exemption given the limited financial benefit for these projects, the range of existing exemptions and those on the horizon, the limited number of projects that could take advantage of a deconstruction exemption and the challenges related to mention and enforcement. So, what about the carrying costs associated with deconstruction. Deconstruction takes longer than mechanical demolition. Five to ten days for deconstruction, and a couple days for mechanical demolition, and when we look at permit data time lines for both types of projects, we find that deconstruction projects get their demo permits quicker and break ground on the new replacement projects sooner than mechanical demolition projects. In both cases, the gap between when the demolition permit is issued and when the new project begins is 3.4 months. This suggests that not only does the longer deconstruction duration not impact the costs, but there is also plenty of time to get the job done. So why raise the year built threshold now? The deconstruction contractors and salvage retailers are ready for more projects and materials. The industry has matured and expanded, and these companies are actively investing in the future with new equipment, new space, and new staff and crew. They are ready for this expansion and are anticipating it. As I mentioned earlier, we have seen a decline in demolition permits since 2016. Expanding now means that there is little risk to overwhelming the industry or the market, which is always an important consideration. The industry has a firm footing and has adapted in ways that we could not have imagined. I have no reason to believe that won't be the case going forward as the landscape changes. Thank you.

Wheeler: Thank you very much. Does that complete your testimony?

Wood: It does.

Wheeler: We have an invited panel. Thank you for the testimony. Shane Endicott from the northwest deconstruction specialists, and Jackie Kirouac-Fram from the rebuilding center, Emily Christianson from good wood deconstruction and salvage and Jordan Palmary from the Oregon deq, come on up and welcome and thank you for being here to help support the ordinance. Welcome and if you could state your name for the record, we appreciate it. I don't know who would like to go first.

Jordan Palmary: I will start.

Wheeler: Okay, great.

Palmary: Good morning, mayor wheeler and city commissioners. My name is Jordan Palmary and I work in the materials management program at the Oregon department of environmental quality. I am here today to talk about some of the benefits of the deconstruction policy, with a particular focus on the carbon impacts. For the last 20 years deq supported deconstruction and building material reuse projects around the state. Over that time, we provided grants to deconstruction businesses to support the truck purchases. We supported material racking and displaced systems for retail outlets, and even supported a grant to help train the initial workforce for the policy being discussed here today. When we look at reducing the carbon impacts of building materials, it's really important to first understand where those impacts occur. For most building materials, the largest impacts happen during the production of those materials. Not during the use or disposal. The carbon impacts of material production are often referred to as embodied carbon. While there are many ways to address the production related impacts, material

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salvage and reuse offer a more powerful pathway to reduce impacts. Material reuse interrupts the produced, consumed, dispose cycle of our economy and reduces our demand for new materials. To better understand the potential benefits of reduced material demand, we conducted a detailed analysis of the carbon and energy impacts of the first 36 homes that went through the program after it passed in 2016. The goals of the research were to understand the net impacts of the policy and provide that information to the city and other jurisdictions in Oregon considering a similar policy. We found that compared to mechanical demolition, the average home being deconstructed in Portland has a carbon benefit twice as large as a home being mechanically demolished. So it turns out that your policy does, in fact, have significant carbon benefits. As the program grows it will be important to provide continued support for salvaged material, market development. Since the carbon benefits of projects are only realized when the material displaces the purchase and production of a new material. Finally, I do think it's important to provide a sense of scale for the carbon benefits gap through policies that address our consumption of materials. We are currently in an era of climate change where the scale and the timing of our policy responses is really critically important. City council recently passed a single use plastics reduction policy which aims to reduce the demand for plastic items. Similarly, the deconstruction policy aims to reduce the demand for new building materials. To compare these policies, one Portland residents would have to decline single use plastic utensils about 162,000 times to equal the carbon benefit of one deconstructed home. [laughter] that's a lot. So just as we can reduce the demand for single use plastic utensils the city is leading the way to reduce the demand for single use building materials, thank you so much for your time and attention.

Wheeler: And thanks for reminding us this is not just about diverting the landfill, this is also about reducing the production cycle, so thanks for underscoring that instant for. Good morning.

Shane Endicott: Good morning, good morning mayor wheeler and distinguished commissioners.

Wheeler: It's good to see you again. Welcome back.

Endicott: My name is Shane Endicott. I am with northwest deconstruction specialists, just came right here from a job site. We also not only do we deconstruct houses and any size of building, really, from a garage to multi-story apartment buildings, but we also have a retail outlet that's not advertised or marketed because it's a temporary space, month-to-month, and it's word of mouth, and people are just curious, wandering in. We are still able to fill 50,000 square foot space, packed and keep the material moving out. We have been in business since the ordinance took effect and we have been doing primarily whole houses. We have noticed the change over the last three years. I think it's really important to note that the buildings that we started out with just exclusively on the ordinance, but as we worked with clients who have come back and word of mouth, we have had us deconstructing more homes and buildings not required to be deconstructed. We've been also, as we've been deconstructing, I think, every house that we deconstruct, which we have done over 20, each year, we have found asbestos in the process. Sometimes multiple times with the exception of four. Four structures that we did not find asbestos in. So there is a lot that you uncover when we are peeling the house back. In response to Shawn's, bes's presentation, we have been successful, in achieving the goals of the deconstruction ordinance. 90% of our employees are people of color, and women, and 100% are in leadership and management roles in our company, our organization. We have been able to serve, donate lots of materials to different projects throughout the city and beyond. We also donate to the rebuilding center, habitat, restore, and people actually in the neighborhood. People will see us working and come by. Some of them are living outside of a home and have asked for materials, and we frequently donate things right on

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the spot. We have a lot of ownership throughout our organization with the employees. They want to move this beyond just taking houses down, but to facilitate the conversations in the community about how we can advance reducing our carbon footprint through doing performance art through our projects and other things in engaging the community. So we need a space to do all of that. I want to make sure that I mention -- well, I think we covered everything. We are an Oregon benefit company, and we are in strong support of an increasing the year to 1940, and earlier. We see opportunities that we could see be growing, tripling what we are currently doing, and also we are serving by helping other deconstruction companies realize the value of their materials and making it more economically viable for them, as well. And we are -- there is a lot of opportunity here, so it has -- the ordinance has ripple effects beyond just the environmental and the job, component, it's doing all these other positive things.

Wheeler: Very good. Thank you. Commissioner Hardesty, did you have a comment?

Hardesty: Thank you, mayor. Thank you, Shane. I am very impressed with the fact that you can be here at the city council and say that 90% of your workforce are people of color and the leadership, there is 100% people of color. I sit here often and hear people just can't find people of color no matter how hard they try for work. That does not happen by accident that your workforce is that reflective of the community. How did you do that?

Endicott: Well, it's -- organically, through relationships.

Hardesty: Say that again?

Endicott: Through relationships.

Hardesty: So you knew people.

Endicott: No, people were attracted to what we were offering. We promoted that we wanted people to come in and not just be laborers and take buildings down but if they were interested in advancing, and by no surprise, nearly everyone wanted to advance. So what we did was we laid out -- we lay out the program where we pay for training, and we pay for them to have that opportunity and then they take over those roles within the company. It just -- we're much more successful because of it, and we also have people who -- they want other people to work there, that they have relationships with, and that's how it grows. They start telling everyone, you should come and work here. We have the problem of a lot of people want to work there but we don't have enough openings. So that's, that's a good problem because we could fix that problem.

Hardesty: We could fix that problem. Would you be kind enough to leave your contact information at my office because I want to talk to you because it's fascinating to me that it's so hard for some individuals to be intentional about ensuring that we have a diverse workforce, and that we're reflective of the community, and frankly, I love old wood, so anybody that is like taking old housing apart is somebody that I really like, right. So -- but I want to learn more. I want to learn more about your training, your investment, in people, and then how that leads into leadership because you could help a lot of folks, actually, get over that hurdle of not knowing anybody.

Endicott: We are an open source. Thank you.

Hardesty: Appreciate it.

Wheeler: Commissioner Fritz.

Fritz: Shane, would you mind sharing what you shared with my staff about the role of the city's prime contract to development program in your training?

Endicott: I am sorry?

Fritz: The prime contractor development program?

Endicott: The prime contractor development program, as far as our work?

Fritz: About how you -- I understand that they paid for some of the training with the cost of the contractors.

Endicott: Not with -- not with us.

Fritz: Okay.

Endicott: I am sorry.

Wheeler: But you could.

Endicott: We could. We most definitely could. I apologize. We did hire employees from the deconstruction, first deconstruction training, and as far as I know we have still -- we are the only company that still is retaining someone from that program, but many of them have gone on the move through our organization, and went on to do other construction work, so stay in the field and -- yeah, thank you.

Fritz: Thank you.

Wheeler: Good morning, thank you for being here.

Emily Christianson: Thank you for having me, mayor wheeler and commissioners. My name is Emily Christianson, I'm the co-owner of good wood deconstruction salvage and design. I want to back up and talk about how we formed. My partner and I heard about the ordinances on the radio. We were in the process of deconstructing a big farmhouse out in Hillsboro just on our own with a group of friends because I had designed an adu for our backyard, and we were trying to gather a large lot of matching wood with which to build it. Going to home depot was out of the question for me. But we had a hard time finding enough, basically, a hard time spending so much time searching around the various salvage yards and craigslist trying to find a matching lot of wood that would apply to our design. When we heard about the ordinance, we just turned around and asked everyone that we were working with hey, do you want to start a crew, and good wood was formed. We never did build the adu, but we have had a lot of fun building up good wood for the last three years. As you know, the ordinance has been such a success. There is so many wonderful things about it, any of which would justify expanding it to 1940. The thing I keep thinking about is the quantity of reclaimed wood that now is in the marketplace due to the ordinance. Before the ordinance, you needed to hunt and peck all over town to find enough wood for your project and the ordinance really changed that. It took what was a rare and hard to find material and made it available, consistent, and dependable. That's a huge change, but in order to fund the reclaimed wood in place of new wood, we believe that we have to speak the language of builders and designers. We have to make reclaimed wood easy to purchase and use and scalable and to do that, we need more wood. We heartily support the expansion of the ordinance because we want to change the purchasing habits of folks within the building industry. Expansion reduces the amount of material going into the landfill, but more importantly, it provides the quantity of material needed to make reclaimed wood a viable alternative to new wood. A crucial step towards reducing the deforestation. Our motto is, deconstruct, don't cut, but we have to offer a viable alternative to new wood, and with the expansion, I believe that we can. Good wood is anticipating the expansion by opening up a wood store this month in the heart of the design district at the Burnside bridge head. We have had a salvage warehouse retail space in northeast for two years, but this will, a different type of enterprise. This store will be modeled after our regular store. So we will have a predictable inventory from which to shop. We will have seven consistent-found profiles and 14 consistent remilled profiles. With the expansion we will be able to size up to fill larger orders, and when customers run out any more of the same wood, they can get it. We want to meet builders and designers where they are. We want to bring reclaim to them by presenting it in the same way that they are used to seeing new lumber presented. We want to make using reclaimed easy, and in order to reach critical mass, we need to have enough reclaimed wood to offer a consistency and scalability. To do that, we encourage council to expand the ordinance. I brought a couple of examples of our remilled profiles. This is what they call, like a, a square joint on tng, so before the walls or floor or ceiling, another example back there. This would be a typical profile that you would buy in a new wood store, but made with 100% recycled wood, so in

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some of those, you know, condominium builds that you are seeing on martin luther king, the entryway could be reclaimed wood instead of targeted wood from the amazon. So we are really looking to position ourselves as a resource to start shifting the narrative towards a more, you know, sustainability model of building.

Wheeler: Thank you. I appreciate it very much. Thank you for sharing your story. I am sorry you did not build your adu.

Christianson: Me, too.

Wheeler: Thanks for sharing the process. That's really informative. It helps us. Good morning.

Jackie Kirouac-Fram: Good morning. Good morning, mayor, commissioners. I am Jackie Kirouac-Fram, the executive director of the rebuilding center. I am here to talk a bit more about the social impact of the ordinance. So as you may know the rebuilding center is a nonprofit with a mission to build community resilience through reuse and repair of reclaimed building materials and of the 1800 tons of materials, we diverted from landfills last year, a substantial percentage was reclaimed lumber. In the years past our own deconstruction service had provided much of that lumber, but with the passage of the Portland deconstruction ordinance in 2016, a new and wonderful community of for profit deconstruction firms is very competently serving the needs of the Portland region. As a result, this past July we decided to halt our own deconstruction operations, but due in part to the partnership of some of the these for profit partners we continue to sell tons of reclaimed lumber, and it continues to be one of the best-selling, most loved item categories. There are a whole lot of people who need lumber for various projects. For those who do not need high end, old growth lumber, we provide this affordable alternate for people who want to prioritize and reuse, who cannot afford to purchase reclaimed material at one of the boutique outlets. The people that we serve, more than 25,000 people per year, they want this material, and in addition to the lumber at the rebuilding center we also offer all manner of things that come out of a deconstructed house. So appliances, lighting, fixtures, all things that people can use to repair and to renovate their homeowners to be able to stay in their homes for longer, especially with the risk of displacement, into the circulation through countless projects to enhance their quality of life, affordably and sustainably. We believe that the sustainability is best practice at the neighborhood level and one of the best ways to do that is to maintain resources within a community and this ordinance will help to make that happen. Thank you.

Wheeler: Thank you. Appreciate it very much. Colleagues, any questions of this panel? Very good. Thank you all for being in here and thank you for your support of this important ordinance. Next up, Karla, we have public testimony. How many people do we have signed up?

Moore-Love: We have six people signed up.

Wheeler: Very good.

Moore-Love: The first three, please come on up are shedrick wilkins, john sandy, and barbara kerr.

Wheeler: Good morning.

Shedrick J Wilkins: Good morning. Yeah, I favor -- I am shedrick wilkins. I favor deconstruction. I think the best building material of modern time are bricks. You make a brick building, and I like to go in the east bank saloon or something where we have exposed plumbing, or exposed wires because actually, a lot of times in modern construction, we want to like put paneling and wires and plumbing, or if you have wipers with lead pipes you pour concrete over the top. Concrete cracks. And you have got this stuff stuck in there, and electrical things in the future, the ideas that maybe we will just have solar panels on the roof and use six volts for led lights, but the whole idea was you have got this 120 volts of electricity, and you have got to shield it from the kids, so you

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bury it in the wall, okay and you use that paneling. What it means you have to tear the whole thing down, and there are skyscrapers and community colleges made with concrete that are going to crack up, and brick buildings will be around. And they knew this, too, when they had the bicentennial and colonial america, they found a lot of brick buildings are still good. And they don't have floors. It is not encased in concrete. The roof can come off. You can put solar panels on the roof and re-adjust the roof, and bricks are very good. They last. And concrete doesn't. It cracks, and you are burying stuff in the walls. My dad was an amateur electrician one time, spends half of his time getting into the wall, or in some of these taverns or buildings like east bank you can see the plumbing go over here, and on the bottom, and you can see the wires on the top. You don't have to fight the building. Bricks are very good.

Wheeler: Thank you. Good morning.

John Sandie: Good morning. Good morning, mayor and commissioners. I am John Sandie, a resident of the northeast Portland and member of unr. Let me put a little historical context on this present proposal. Back in May of 2014 while doing research on residential demolitions, the neighborhoods for reform discovered two landmark scientific studies in Baltimore Chicago coming the promulgation of lead-based paint dust during urban demolitions. And subsequently, additional academic studies at wayne state and uic verified and added much to these earlier studies. Through at times frustrating but persistent efforts of enlightening municipal and state employees, to these studies findings you and I and citizens achieved the passage of Oregon state laws to put proper legal weight on responsible residential demolitions, requirements, and best practices. The Portland ordinance that was mentioned, in accordance with the state best practices, it went into effect July 1 of 2018. The city council will hear of its effectiveness and challenges and needs for improvement later this year during drac subcommittee presentation. Along this journey, it became apparent that the public health benefits of deconstruction augmented the salvage benefits, further promoting the need for broadening deconstruction requirements and uses. The construction, as mentioned earlier, the market has seen the need and benefits of expanding deconstruction usage and filled this void effectively. Overcoming initial concerns of not having the capacity to handle the additional load and acting as an impediment to development. The key thing is, let me reiterate, let's not understate the adding of critical trades training along the way. Therefore, if the council does not support this, you are in essence discounting the countless hours dedicated to meetings of advisory groups and numerous workshop events that called upon the collective wisdom of a wide range of industry and public experts. Regarding all phases of demolitions and the benefits of deconstruction. I urge you to actively support this proposal. Thank you.

Wheeler: Thank you.

Barbara Kerr: Good morning. Mayor and commissioners, my name is Barbara Kerr, been here before. I live in the east Columbia neighborhood, and I believe in deconstruction, I started a company rejuvenation based on salvaging and reusing house parts and I am the Ida neighborhoods representative on the drac, the deconstruction advisory group. I am speaking today as a concerned citizen. Mayor I wanted to say I appreciate the quote that you gave from 30 years ago, it illustrates how long we've been working on this. By updating this ordinance, we move ahead on reducing what goes into the landfill on reusing materials rather than using up natural resources to produce new. Decreasing lead being spread into the neighborhoods and creating green jobs and on the multitude of other benefits of deconstruction to not extend the use would not make sense. Before congratulating ourselves on moving forward we must be honest that until deconstruction is the way that we remove all buildings, not just those built before advancing the cut-off dates, there will be lead pulverized by mechanical building, there would still be filling our

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landfills with materials that could have been reused to minimize the depleted natural resources depleting the natural resources, and we will not have had -- we will not have the materials that can spawn the reuse jobs that we have not imagined yet. Before we reach to pat ourselves on the back for moving from recycling to reuse, especially in light of how we've been having problems with recycling, we must face the fact that we need to be working on reduce. Deconstruction is reusing building materials but we need to move up to reducing the use of the materials and reusing the existing buildings. As the gentleman from deq says, we need to look at embodied energy and it's more embodied in the building as it stands. Deconstruction is honorable only when a building must come down. We cannot afford to green wash the demolitions by saying at least we are deconstructing them. That existing houses are the only true green houses and existing houses are the only true affordable homes that are not just sound bites to be ignored. We cannot honestly say that we are a city that values sustainability if we are demolishing in the name of being green, when we know that reusing an existing building has less of a carbon footprint than new construction no matter how much green or reuse materials are involved. We cannot honestly say that we are concerned about the houseless, the displaced or even high rents if we demolish homes in the name of density rather than reuse of homes to provide increased housing that people can afford. We are eliminating the opportunities for the disenfranchise communities, young families and elders to remain independent rather than be forced into higher cost apartments instead of fixer uppers. If we hide behind the deconstruction ordinances to cover up what we are doing through housing our communities we have nothing to brag about.

Wheeler: Thank you. Commissioner Fritz.

Fritz: I hope you will save that speech and come and give it again when we do the residential infill project because I think it's a very important point. I want to thank John and Barbara and all of the folks who have been participating in the United Neighborhoods for Reform for five years now and this was an alliance of neighborhood associations from across the coalitions who came to council with the not unreasonable request that homes should not be demolished. We have sprinkling lead and asbestos all over the neighborhood. There were those who said these are nimbies, although it's okay to not want -- it's okay to not want asbestos in your backyard. There were those who said it was against affordable housing, that all kinds of unkind, at best comments made and you persisted. This is the -- I think that we are celebrating today because people said that deconstruction was going to be much too expensive. They said it was not going to have the outcomes that you claimed, and you persisted. So I just want to thank you and other neighborhood associations who are here today because you have the privilege of being able to be here on a Wednesday morning, and also representing people who also would rather not have lead and asbestos in their backyards but can't be here, so thank you very much for being here.

*****: Thank you.

Wheeler: Thank you. Next three, please, Karla. You look ready to go, would you like to start please.

Katelyn Weber: My name is Katelyn Weber I'm here on behalf of Restore Oregon, and as of Monday, I am a new member of the Drac Demolition Subcommittee. Mayor and city commissioners, I am here to express Restore Oregon's enthusiastic support for expanding the deconstruction program to include houses and duplexes built in or before 1940. The program has led the country in ensuring valuable and irreplaceable buildings materials are not wasted and proven at not working out a process for salvage and reuse of deconstructed materials as well as the oppression of hazardous materials going with demolition and now there is the capacity to expand. Growing the program to include more homes will uphold Portland goals and values, including support of a trained, diverse

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workforce, reduction of exposure to hazardous materials, sustainability of the city by reducing the carbon footprint and keeping usable materials out of landfills, reuse of rail old lumbar building materials and perhaps most importantly for our mission, making people think twice before demolishing a historic building. Portland is at the leading edge of a deconstruction industry which translates to more jobs, the availability of more affordable building material, better health and an intact fabric. We commend Portland city council initiation of a robust reuse ethic and restore Oregon support the expansion by approving the amendment. Thank you.

Wheeler: Thank you. Appreciate it.

David Bennink: Hello, my name is David Bennink with the building deconstruction institute, and I wanted to let you know that I've been with you for four years now, supporting you, and your efforts, and when you passed the ordinance, you showed support for our industry, and so then I wanted to return that by supporting your efforts, and so some of the things that I've been doing, training your contractors, training your workers, working with the prime development contractor program, which you mentioned, so I trained all those folks. What it's been about is building up the infrastructure so that when you make the leap, you know, that we have the support to catch you, you know. And here you are at the verge of making another, potentially making another leap. So I wanted to let you know that I am here, and I am going to remain here to support you, to continue to train people to continue to build up infrastructure, and one of the things that I did, as soon as you passed the ordinance, the very first thing that I did was focus my efforts on buildings that were not 100 years old or older. You see the point being that you had already accomplished that, and I no longer needed to try. I needed to try for the new building, so almost all the buildings that we have deconstructed in our trainings have been newer buildings so we have proof of concepts so you can feel like you have something -- this isn't unproven ground, okay. Today I am here really representing 12 other cities that I am helping across the country. Some of those cities were mentioned, actually, and I held an event in Pennsylvania last week where we got everyone together, and one of the topics was Portland. That was probably one of the main things that they were looking to you for guidance. They were you know, somebody has to go first. You did. So they are ready to go second. I want to let you know that there are 50 cities, probably, that will follow them. It's like exponential. So whatever you do here today is going to be -- could be exponentially replicated in the future in a positive way. So all of the work that we have done, all of the goals you have about employing people of color, Women, our goal is to have companies that are run by people of color and women, and that's, that's who we have actually been training. I would say maybe 80% of the contractors that I've been training fall in that category. So it's not a -- I am sorry, my time is up.

Wheeler: Go ahead.

Bennink: Okay. I think that in the end -- sometimes, our efforts -- it seems like we are trying to help a certain group, you know, and we are trying to give them advantages you know, to close a gap, you know. That sort of thing, but in our eyes it's really we are trying to allow people to help others, you know. By helping them, they are going to help others, and that's really been our main focus of this program. It goes way beyond just a single company.

Wheeler: Thank you. We appreciate that very much. Good morning.

Maggie: Maggie, Portland homeless town hall. A couple years ago I went online, and I saw the number of abandoned residential buildings and arrears on the taxes were in the hundreds. I want to know why can't these owners get a write-off if they donate their materials for tiny homes? How many tiny homes could you make out of this reclaimed lumber from one house? That's what I want to know. Also, I want to know about how they are disposing of the lead and the asbestos materials because I think that that's a huge

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concern about hazardous materials. Are they going to dispose of it in a landfill where it's going to be open and it's going to be rained on and it's going to leech into water? I think we need to pay attention to that because that's a health issue for people and then the other thing that I would like to say is I would encourage homeowners that want to do, to deconstruct, consider donating or having the homeless people come in and take a part, take apart your wood and make a tiny home with it, and also, these properties that you guys are going to reclaim you know, I have talked to the joint office of homeless services, and what they want to do is this multi-generational duplexes, but that leaves out single, disabled people who are aging, no matter what their color or their gender, and I think that there is a lot of discrimination against single people, and you could take an eighth of a quarter, an acre, or a quarter of an acre and put on you know, four to eight tiny homes, and have people living in what's called a residentially owned commons, and just have, you know, have the land be owned by the government, and then have the people be, you know, a community who are organizing themselves. I think you can do a lot of low income little housing this way, and it's legal. Oregon has, you know, a program for this. It's legal to do it. To take single people who are low income and could never afford a home, and just, you know, if you are demolishing a property and you have taken over that property, and just you guys can own the land and they will own their little home. They will be a residentially owned commons, and they will, you know, do all their own maintenance and landscaping and pay their insurance liability, and, you know, but they cannot afford a house by themselves.

Wheeler: Thank you, Maggie. Thanks all three of you. We appreciate it. Commissioner Eudaly.

Eudaly: Thank you, Mayor. This is an ordinance which means it comes back next week for a vote, but since we had advocates in the room I wanted to make some brief remarks. This is one of the first city issues I got engaged in before I joined council and I am excited to have it come back. Many advocates at the time wanted the exemption to be decreased, including myself, but there was a lack of capacity in the deconstruction industry, so I am thrilled to hear that is no longer the case, while I prefer to see fewer historic homes taken down, as some of you have indicated, as well, deconstruction is at least a more fitting final tribute to the materials and craftsmanship that went into these beautiful homes. I want to thank the state legislature for SB871, which allowed us to establish the standards around lead abatement and that was raised, and my chief of staff, Marshall Runkle, for leading the charge on developing that program. Portland was the first city in Oregon to establish a lead abatement standard and deconstruction and demolition, so thank you to the Mayor's office, BPS staff, and the industry, and I am really looking forward to voting yes next week.

Wheeler: Very good, Commissioner Fritz.

Fritz: I also would like to give comments today and next week because I think that they bear repeating. This is really fantastic. I was in charge of the Bureau of Development Services from 2013 to the middle of 2017, and it was the community who came to us, wanting fewer demolitions and also very concerned about when things are demolished, the safety of that. So I wanted to thank Nancy Thorington and the director Paul Scarlett in the Bureau of Development Services for their work. First of all, saying let's notify people, but the United Neighborhood for Reform, you did not stop at that. You insisted that the Bureaus act and the Bureau of Planning and Sustainability moved forward with investigating this work. Thank you, Shawn Wood and Alisa Kane and former director Susan Andersen as well as the current director Andrea Durbin. This has been a great example of inter-bureau and inter-commissioner collaboration, and I very much appreciate it. Claire Admansick on my staff was my liaison to Development Services and Neighborhood Development and the City Office of Equity and Human Rights so it's a matter of these different bureaus with different directors and commissioners working together to do really good things for our community,

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which are now the standard for the nation as we heard, and glad to hear that milwaukee and b.c. and palo alto and others and indeed as commissioner Eudaly eluded too, now instead of two companies, its 12 companies that id real these are good jobs doing good work, and I appreciate those doing the training in partnership with the prime development, prime contractor development program, really good work. Thank you very much. I also look forward to voting aye next week.

Wheeler: Commissioner hardesty.

Hardesty: Thank you, mayor. Could I have the staff come back up? I just have one question.

Wheeler: Sure.

Hardesty: Thank you very much for your hard work on this. I am an absolutely am in total support. My only question is on page 5 when we talk about enforcement and penalties, it appears extremely low for is we have a requirement. 500 is not even petty cash for a major developer and so how did we come to those fines and the violations and the penalties? Where do they come from?

Wood: So the enforcement fees are tiered, so the first offense is up to \$500, and then it graduates up from there.

Hardesty: Up to \$1500? We are talking about big, high dollar contractors.

Wood: So there is another component to that, that if improper use of heavy machinery, \$10,000, and we also, if it's an infraction from a certified deconstruction contractor, we have the ability to fine them, but also to remove them from the list of certified contractors, so those combined, basically, have an even larger economic impact.

Hardesty: Mayor, I don't know what the role of the group is, but I am troubled by the fact that we, we say this is our vision, and then we give people lots of chances to screw it up. Then when we catch them, which we rarely do, we give them a mealy fine. I cannot support this at such a low fine level. I support everything else, but I think if you are going to hold people accountable, they have got to feel it. Right. This is not something that they are going to feel. That's where I am.

Wheeler: Commissioner eudaly.

Eudaly: I agree the fines are too low. I will support it either way, but I would like a better analysis of how we came up with those numbers and why they are not higher. I would like to see people who are violating our rules, who -- I am assuming are well aware of them, pay something more commensurate with the actual impact to the environment and the value of the materials that they are wasting.

Fritz: Do we know how many violations there have been?

Wood: There have been approximately four, and some of those were related to the property owner not doing what they were supposed to be doing, so that's the -- that was, basically, improper use of heavy machinery. We have had a couple contractors that were certified early on in the ordinance, and they violated some of the requirements, and so they were fined. They pretty quickly left the industry. They were another type of contractor, construction contractor or something like that. The whole reason why we have certified deconstruction contractors is to have a level of professionalism, a level of understanding of what we are talking about. If there is one thing that we have done as part of this ordinance that really works, it's making sure that we have certified contractors, so they have been trained. They are familiar with asbestos with lead-based paint hazards. They are accountable both financially and on wanting to stay on that list, so if for some reason they do something wrong and they are not on that list, they are not getting a call the next day to offer a bid on a new project, so it's been a very small amount of infractions, and I think that, especially at this point those were early on. At this point people know what's expected. We have high level of training for these folks and enforcement has not been an issue, so while I totally respect what you are saying, and we set that \$10, 000 limit for

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heavy machinery because we were afraid some folks would look at that as the cost of doing business, and we will just knock the house down and pay the 10,000, and move on, but we have not seen that at all.

Fritz: Every house that gets taken down, whether it's demolished or deconstructed has to have a demolition permit is that correct?

Wood: That's correct.

Fritz: And presumably the development services staff tells them when they get the permit that you have to deconstruct the house?

Wood: It's all automated, so when they come in for their demolition permit, the permit system pings the assessor data base, populates the year built of the structure, and it's a calculation less than or equal to 1916 currently, it drops in a process line that bps has to review, and we make sure that there is a certified contractor, associated with that project, they let us know that through online portal that only they have access to, with the password so we know that someone is not telling us oh, this contractor is going to do it, it will be deconstructed, only to find out later that they were not involved at all. And once the project is complete, the certified deconstruction contractor follows up with a post deconstruction form and receipts for the materials. So I have really zero concern that we are not getting the houses deconstructed. There is multiple points in the permit review and inspection process that we would catch That.

Wheeler: Commissioner Fish.

Fish: Two things. One is I might suggest this because I think it's a good question to ask and we need more data, I would just suggest that we kick this issue to the drac, with an instruction to have staff update the drac on what is the level of compliance. Is there a problem with compliance and if so, would an adjustment in the penalty schedule -- we can take that up at any time as an amendment. I would feel more comfortable doing that on the basis of actual data presented to us. If I could also just add my strong support to this ordinance, and just add one other piece of history, commissioner Fritz and I were on the council when commissioner -- when then mayor Adams decided to take the planning bureau and bring sustainability into their core mission and thus was rebranded planning and sustainability. Since then we have been focused on sustainability in a way that the city really wasn't as much before. The deconstruction ordinance occurred under mayor haes, and I'm just thinking back the four years whenever when we did this I remember there was pushback and big questions out there. It's extraordinary now to see the success which you've achieved the number of certified contractors, the number of people who are benefiting from good jobs and the opportunity to grow in those jobs. The environment impacts, of course, but I want to acknowledge that while this is a proud day as are some other things around fossil fuel infrastructure and other things, started with a vision around sustainability. I think you can point to each mayor that Amanda and I have served with has helped move that conversation forward around sustainability. I personally am delighted to hear that Portland is a leader nationally in this conversation. We're going to be coming to council soon with an idea that's long overdue around the environment where I think we're 171st in the country to act. So it's nice to hear about our leadership and the impact of our action and encouraging other cities to follow suit. I also want to thank our professional team for their great work.

Kane: Thank you, commissioner.

Fish: There were a lot of details to be worked out. There were a lot of reasons why this could have gone sideways and it's a credit to your doggedness and professionalism that we're able to have a hearing today where we have the chorus saying expand the program. That's really a credit to your good work and we thank you for that.

Wheeler: Commissioner Hardesty.

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Hardesty: Thank you. I just wanted to unwrap an acronym that my colleague used. Development review advisory committee. When you said drac, I didn't know what the heck you were talking about. [laughter]

Fish: It does seem like that's the logical place to go and look at the fee schedule, have them make a recommendation to us.

Hardesty: Thank you, commissioner. That's a very fine idea and again I don't want to slow down this process at all because I absolutely totally support the work that's been done and the expansion. I just think that if we're going to hold people accountable we really have to hold them accountable and \$500 just won't do it.

Wheeler: Great. There's going to be no suspense leading up to next week's vote. Since I brought this obviously I support it, but I just want to add something here. There is a sense of urgency to the work we're doing around the climate and this is a part of it. As I threatened a couple of weeks ago you'll hear the term circular economy a lot in this chamber going forward and this is a key part of it. We started with 100% renewable energy ordinance, we worked on the plastics ordinance, we're bringing back the fossil fuel ordinance so it will actually stick because it will comport with the guidance that the judge gave us when they rejected the 2016 platform that we put forward. So this deconstruction ordinance expansion then comports with that. There's a lot more that we're going to be doing, and I want to appreciate the work the bps team has done, I want to appreciate all the work that the leaders and advocates in the community have continued to do on this hard work. Obviously my team will continue to provide what leadership we need to provide to keep this process moving forward. I'll do what I need to do as mayor to work with my colleagues and collectively we will continue to lead. I just want to appreciate the great work that you've done. I agree with commissioner Fish that the question of the schedule particularly given that we're talking about a relatively small number of violations, it's a legitimate issue that commissioner hardesty raised, it is one that the drac should take up but I don't think it needs to slow down this ordinance. Without further ado this is first reading of a nonemergency ordinance. It moves to second reading. Thanks to everyone who testified and helped work on this. Next up is item -- next item, number 1015.

Item 1015.

Wheeler: Commissioner hardesty.

Hardesty: Thank you, mayor. As you know, on November 9th marks 30th anniversary of the fall of the berlin wall. Veterans' day is coming and as the only veteran on the Portland city council, I just wanted to take a moment to appreciate all veterans, veterans of today, veterans of yesteryear, and I want to remind people that we can disagree with war, but we cannot not support people who step up when asked by their country to step up. We can disagree with leadership but we cannot disagree with people who put their life on the line to protect us and in times of war all over the world, and I just twisted the mayor's arm to allow him to allow me to read the resolution. We should honor all veterans. Unfortunately we have way too many veterans living on the street, suffering from mental health issues, alcohol and drug addiction and totally disconnected from their communities. For me it breaks my heart that we send children to war and then we expect them to shake it off when they get back to their families without support and that's not right. We can do better. We must do better.

Wheeler: Commissioner hardesty, I'll let you read the proclamation when we finish up the presentation, and I appreciate that introduction. Colleagues, as you know we bring forth a proclamation marking November 11 as veterans' day every year. This is the least that we can do to honor the brave uniformed men and women past and present. Before we hear from our panel I would also like to acknowledge Nicholas Carroll. Nicholas is the designer behind the replica berlin wall display in the north atrium of city hall. We encourage people

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to look at it, the display is strikingly accurate and powerful in its message. We thank Nicholas for that amazing work. Now I'll pass it to Khanh Tran to start things off.

Khanh Tran, Office of Mayor Wheeler: Thank you for allowing us to present to you today. My name is Khanh Tran. I'm a veteran of the United States Army, I served five years in the Army active duty with a tour in Afghanistan and the skills and experience I learned in my time of service I still use today. On most days you can find me on the third floor of City Hall as a member of Mayor Wheeler's staff but today I come as a member of the city's veteran empowerment team or vet. I'm joined by three amazing colleagues who will share their stories with you but before I turn the mic over I would like to thank you, the council, for your support that you have shown to the community and to the veterans inside the city as well. In my advocacy on my own or through the vet team I have personally seen engagement and support from each of your offices in all aspects, in all capacities and on some occasions I have worked with your staff directly. The vet team and the city have done great things for the community some of which my colleagues will share but there's always work to be done and the vet team takes this challenge and we look forward to this challenge. Finally I would like to acknowledge Commissioner Jo Ann Hardesty. Commissioner Hardesty holds many titles, one is veteran. For those of you who don't know Commissioner Hardesty served in the Navy where she traveled around the world and chose Portland as her home so that means something. Commissioner Hardesty actively participates in almost every veterans event and she's outspoken about her support for the veteran community in Portland. Commissioner Hardesty thank you for being a role model and a leader for veterans everywhere. I would like to pass it to my colleague Sibonnet Pen for a few words. Thank you.

*****: Thank you.

Sibonnet Pen: Hello, mayor, city council.

Wheeler: Good morning.

Pen: My name is Sibonnet Pen I'm one of the vet leadership team. I'm here to tell you my story. Our veterans have served this country with honor and courage, now it's time to serve our veterans by not only providing an opportunity for employment but allowing them to excel in leadership roles with the city. It takes courage to serve in the military because it's a call for leadership. Before my employment with the city I was on active duty deployed to Iraq in the combat zones of Iraq. During that time I have experienced many pretty much death, close call death, chokes me up a little bit because it's still in my mind of that experience. The military is not for everyone. For me I felt a sense of honor and duty while serving in the United States Army. After my time serving in Iraq my serving in Iraq my challenge was from combat zone to civilian life. That was my challenge, my personal challenge. I am very thankful that I have overcome that challenge and I'm very thankful that, you know, that I'm alive today from that experience. It's time to take action by providing leadership opportunities for veterans within the organization. I would like to highlight currently with a vet team we're collaborating with team red, white and blue app. This is the app that provides veterans, their family and friends with access to thousands of physical activities, social and service oriented events led by volunteer members throughout the city, the state, and national level. Lastly, thank you for letting me tell you my story, mayor, city council.

Wheeler: Thank you. We appreciate it. Good morning.

Nicholas Carroll: Good morning, mayor, city council. Thank you for having us. My story is I'm a Navy vet, I work in civic life in the noise department. My dad was career Air Force and the highlight of my young growing up experience was he received orders to an Army base, Army post in Germany in the 1980s. So I lived 12 miles from the East German border as a teenager and they had tours but my parents would never let me go and so I would hear from people what it was like, they actually had armed guards. There was a white line in the

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ground you couldn't cross otherwise you'll trigger the interest of the east German guards. While we lived in Germany my grandfather, who is a veteran of the army, who served in world war ii, we would go to some of the historical sites that he fought in the battles so that was like a very educational experience for me. Part of the genesis of the project that I created this year was veterans display in city hall is the 30th anniversary of the fall of the berlin wall which for those of us who grew up in the cold war period we know what it was like, the euphoria when the thing we thought would last forever came tumbling down, people celebrating on top. On November 9, 1989. I wish the younger generation knew what that optimism felt like. The project that I wanted to have people understand what berlin was all about an how the American military contributed to that as well as British and French militaries that occupied berlin and west Germany. As a young man I served in the navy in Italy and I got to meet people who used to be in the Hungarian army and we exchanged stories and that was very meaningful. I learned the importance of allies. We probably couldn't have done it without our European allies. We helped secure Europe for freedom and it's a new world. The challenges now that our military has different challenges to face, but I think without allies we couldn't do it, we couldn't make it in the world. So that's my story.

Wheeler: Thank you so much for sharing it.

Carroll: Nicholas Carroll. Sorry about that.

Wheeler: We appreciate it. Good morning.

Tammy Mayer: Good morning. Mayor, commissioners, my name is Tammy Mayer, I worked with the Portland police bureau as program manager just over four years. Interesting story when I was born it was at the tail end of Vietnam and in the hospital people would come up to my mother and go you're so lucky you had a girl because they didn't have to worry about the draft and me entering the military. Very few people in my family are military. I have a couple of uncles that served in korea for very short periods of time. Lo and behold I grew up and in the college I decided I was going to join the air force. I graduated from Portland state university with an administration of justice degree and was commissioned in the air force through the rotc program at university of Portland. I did just over 20 years as a security forces officer, which is equivalent to military police for the other branches. I had ten assignments in my 20 years and three combat deployments. Of those assignments and one deployment it was as the commander or chief of police as you will for the civilian side type equivalent position where I was responsible for up to 434 airmen, \$6.2 billion in military aircraft, nuclear weapons and facilities. During my time I had the honor of working with some of the most dedicated and selfless individuals I ever met. My time in the military has taught me integrity, service before self and to strive for excellence in all I do. Not long after I started at ppb I discovered the veterans empowerment team and I started attending the meetings as my schedule permit. The vet allows military members to reconnect with that sense of community that we kind of miss after leaving the military through shared experiences, volunteering opportunities and assisting other veterans find employment after leaving the service. Veterans in the workplace today come with unique skills, experience, job training and perseverance to overcome some of the most stressful and harshest conditions. They can be an asset to any organization. They have a sense of duty, work well in diverse teams, are able to problem solve and adapt to changing conditions. They are often well organized, disciplined and self-confident. I think sometimes employers are wary of hiring veterans as they can be seen as more outspoken, come with baggage or just don't understand how some of the skills like infantry or similar will translate into the civilian or corporate world. Sometimes veterans don't do themselves any favors when attempting to translate those skills into experience and during the job hunting and interview process but if given the chance and empowered in the work they may surprise you by their creativity and ingenuity.

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Wheeler: Thank you very much. Thanks all four of you. We'll take some council remarks then ask the commissioner to read the proclamation, commissioner Eudaly.

Eudaly: Well, thank you for being here today. I want to especially acknowledge Nicholas Carroll, although the mayor has already done that, who works in the noise office within civic life. I want to encourage everyone to go view --

Carroll: It will be taken down. A city in Russia has the display. They had the reservation for this week.

Eudaly: Oh, that's too bad, well hopefully we can post some photos. I come in the back door so --

Wheeler: The sentiment is still there. We appreciate it.

Eudaly: I just want to say somewhat similar to what commissioner Hardesty said, you don't have to agree with u.s. Military policy to support veterans. I definitely support our veterans and I definitely support our veterans. I know that working for the city is incredibly stressful for all of us, but maybe particularly stressful for -- I'm not going to call it baggage but many of us have a history of trauma and it's real. I want to encourage all the veterans that work for the city to check out veterans empowerment team or at least take advantage of existing resources because there are a lot out there. We all need to take better care of ourselves and manage our stress and that is it. Happy veterans' day in advance.

Fritz: Thank you for your service. Thank you for being here. Thank you for your service to the city. Nicholas, you mentioned that the fall of the Berlin wall would not have happened without our European allies. My grandfather served in the trenches in World War I. He volunteered when he was under age because he felt strongly about the cause and he used to say that we were just waiting for the United States to come into the war because then we knew we would win. I think it was the same with World War II as well. I know it was the same. We were just waiting in Europe for the United States to come in. So thank you for doing that. Thank you for the great sacrifices. I just wanted to mention that we have had and continue to have fewer directors who are veterans so in terms of being outspoken, having baggage, perhaps having the thrust to get things done I hired Dante James to be the director of the office of equity and human rights. He got stuff done. Similarly Mike Abbate in parks and now Mike Stuhr in water are Navy veterans and there's a legacy and a leadership training that comes with your service, and I just want to say I appreciate it and I am very glad that council recently passed so you don't have to get to the veterans empowerment team on your lunchtime you can do it on work time because we recognize the value of your taking part in the diverse empowered employees of Portland, thank you. I and I think others of my colleagues will be at the Hollywood veterans' day parade Monday. So folks are welcome to join any of the teams, I know the vets team has an entry. I have one. I know the mayor has one. Please everybody come join in cause it's a really fun community event.

Fish: Commissioner Fritz, I forgot so I'm also participating. What time does it kick off on Monday?

Fritz: I think it's 9:30.

Fish: It's in Hollywood, a terrific event. Tony Starlight used to be the m.c.

Fritz: He still is.

Fish: He's a superb m.c., so we look forward to seeing as much as the community as possible that event. Thank you all for your service and for sharing your stories. My dad was Navy and my grandfather was Army. So growing up I was -- there were no shortage of stories about their experience. Interestingly, after my dad died a little over 20 years ago we discovered a box in storage that had all of his correspondence home. My wife is an archivist professionally. I'm an archivist/hoarder. At some point we're going to organize his letters, but every letter he wrote back to any member of his family and I guess to my future mother has all been preserved. So we look forward to mining that treasure chest of memories.

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Thank you, mayor, and commissioner Hardesty, for the proclamation today. I hope that as we strive to be a model employer we continue to reduce barriers so that veterans feel welcome working for the city of Portland in continuing their careers. That's the least that we can do in recognition of their service. Thank you all very much.

Wheeler: Thank you I want to thank our affinity group and city employees who share their experiences with us. Khanh, thank you for your commitment not only to this issue but the hard work that you do in the mayor's office every day. We appreciate it very much. So with that I'll ask commissioner Hardesty to read the proclamation on behalf of the city council.

Hardesty: Thank you, mayor. Before I do I just want to say it's kind of ironic that this will be the first time in my adult life that I will have a paid holiday on veterans' day. It just feels ironic, right? Now that I'm a city employee, I have that honor. So I want to take a moment and just recognize those veterans who will be working because they don't have the opportunity to be off on veterans' day. They will continue to do the things they do every single day and we should not assume that everyone who is on holiday is a veteran or everyone who is working isn't a veteran on that day. I also want to really appreciate the veterans empowerment team because I think an opportunity to really provide a community for veterans because no matter how much you want to understand someone who is not a veteran will never understand what it's like to be a veteran, right? People can be empathetic, they can be kind, but they don't necessarily have that shared experience. So being able to have that shared experience publicly and in your workplace is a very cool opportunity. Khanh it's always a pleasure to work with you, it's funny to me, you smile through everything no matter how tough it is, what we're doing, you just smile through it. I think veterans do that. They have learned that it's about getting the work done, it's about not caring who gets credit because in the military you don't actually always get credit for the fine work you do. You do it because you need to. It's the right thing to do. Thank you all for being here and on behalf of the entire city council, I will now read the resolution and I'm assuming we'll have a photo-op when that's over because that's how we roll around here. Whereas, November 9, 2019 marks the 30th anniversary of the fall of the Berlin Wall which symbolized the end of the cold war period during which our military played a significant role in securing peace in Europe; And whereas the endurance of the brave men and women of our army, navy, marine corps, air force and coast guard have exemplified their selflessness and steadfast commitment while risking their lives to ensure our freedom; And whereas by tirelessly defending our nation and allies against mutual threats to democracy, veterans have earned and deserve the highest degree of respect and support; And whereas wounded and suffering military members who return home honor us with their inspiring dignity, perseverance and valor.; And whereas we admire and stand beside the families and loved ones of those who have served and currently serve and the immense burden they bear.; And whereas we are eternally grateful for the freedoms we enjoy in Portland and throughout the United States due to the service and sacrifice of our military.; Now, therefore, the city of Portland, Oregon, city of roses, do hereby declare November 11, 2019, to be Veterans' Day in Portland, Oregon, and encourage all residents to honor those who have served and those who currently serve to preserve our values of justice, freedom and democracy. Thank you all. [applause]

Wheeler: If we could come down in front and we'll get a photo. We'll take a two-minute recess.

At 11:29 a.m. council recessed.

At 11:33 a.m. council reconvened.

Moore-Love: We're back in session.

Wheeler: We're back in session please read item 1019.

Item 1019.

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Wheeler: Colleagues, item 1019 authorizes three Oregon impact traffic enforcement grants for a total of \$90,000 from the state of Oregon. The grants provide overtime reimbursement and authorize the mayor or chief of police to execute future Oregon impact grant agreements. The three grants are number one the high visibility enforcement, hve, formerly known as dewey enforcement. Number 2 distracted driving enforcement and three, pedestrian safety enforcement. The hve grant allows for directed missions to impact impaired driving with legalization of marijuana there's been an increase of drug impaired drivers in our streets. This grant will help bring attention to the fact drug impaired driving is just as dangerous as alcohol impaired driving. The distracted driving enforcement grant is in its second year. Distracted driving has now become a leading cause in all crashes throughout the country. Ppb will do traffic enforcement missions to curb this dangerous driving behavior. In addition to vehicle fatalities, our city has also experienced pedestrian related fatalities. We heard about that this morning. This is more than a third of the total amount of the total amount of fatalities in the city so far this year. The pedestrian safety grant will help ppb to raise awareness through enforcement to both motor vehicle drivers as well as pedestrians. This grant will help to reduce high number of pedestrians killed in the city each year. The Portland police bureau will focus on the high crash corridors as we do with the speed grand and utilize crash data to best impact those locations that are most problematic in our city. With us today to present this item is sergeant ty Engstrom and captain lorencio.

Ty Engstrom, Portland Police Bureau: Thanks, mayor. We're grateful to have this time to talk with you today. I think you're all familiar with these grants. They are grants that we bring forth each year. Some of them have been going longer than others. They help to augment our staffing. As you know we're under staffed in the traffic decision and these grants allow our officers when they have extra time in their personal lives to come in and put a higher presence of police on the streets. So in a way it helps augment our staffing levels and helps make the city's streets a little safer out there. As you already alluded, mr. Mayor, our number of fatalities is pretty high this year, getting close to one of our highest years in recent history. So this will help us along with the other grants that will come forth next week to help put more police officers on the street to educate the public and enforce the laws.

*******:** I would like to make clear it doesn't change what we're doing now. It's not going to give us more hours on the street moving forward, it's going to allow us to maintain the status quo, its going to allow us to continue the level of work that we have been doing.

Wheeler: Very good. Thank you. Colleagues, questions? Public testimony on this item?

Moore-Love: They both left.

Wheeler: Okay, commissioner hardesty, did you have a question?

Hardesty: Thank you, mayor, I just wanted to put on the public record how grateful I am that my questions were answered in detail prior to us coming to the city council, but I want to caution us if the police always start off with staffing shortages then some people tend to stop listening because you have had staffing shortages for a long time and there are decisions that are being made within the police bureau that determine how many people are deployed in different places. I appreciate the great work that you're doing, and I appreciate these grants and totally support them, but if every police officer that shows up here starts their conversation with we have staffing shortages, it's an excuse for nonaction in my view. That's my personal perspective. But I want you to know I listen better when you answer my questions directly and I listen better when you don't start off I have staffing shortages. This is why we're having the conversation.

Engstrom: Thank you very much.

Wheeler: Commissioner Eudaly.

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Eudaly: Thank you, mayor. I just want to reiterate a couple stats even though there's very few people left in this room. There may be some people watching at home. That is 56% of traffic deaths involve people who are driving under the influence. The majority of cyclists and pedestrians killed in traffic, in crashes are obeying the law. 42 Portlanders have lost their lives this year so far in traffic fatalities. I wasn't here when vision zero was established but it's my understanding there was a decision to deprioritize enforcement, from one of the three es of vision zero is education, engineering and enforcement. That was out of concern for disparate impacts on communities of color. Unfortunately, the starkest disparate impact has been in east Portland, our most racially diverse district, where pedestrians are twice as likely to die as anywhere else in the city. It's clear to me that enforcement is a critical piece of reducing traffic deaths and reaching our vision zero goals. Pbot and ppb must work together to improve enforcement. I have repeatedly called on the bureau to allocate adequate resources to traffic enforcement given the number of people who are dying on our streets and I thank the mayor for planning a work session on this issue in the coming month. Finally I'll just say that radar cameras whether they are speed or red light cameras are effective, affordable, nonbiased way to greatly reduce speeding and running red lights in our city. It's been the painfully slow process to just get a few of them up. We don't have adequate resources within traffic enforcement to issue the number of citations that are being earned on our roadways right now. But that is at the top of my list to make more progress on that. So thank you for what you do. I know it's a really difficult job, and that you share our aspiration to reduce fatalities.

Engstrom: Thank you.

Wheeler: I want to thank you for the work you do. There's no subject that comes before the city council that we have more division of thought and idea and philosophy than policing issues, so let's just acknowledge that. We all are very passionate about this but we have different perspectives and honorable people can disagree. The issue of staffing is going to continue to be a critical one for me because I do believe the police bureau is critically understaffed. I have an honest disagreement with some of my colleagues on that but where we do agree is we all agree that traffic enforcement is critically understaffed and so there's a debate as to whether or not we can simply remove officers from other functions and move them to traffic enforcement or whether as I believe doing that would actually just open up and expose us to other problems in other parts of the public safety spectrum. I guess you're in a relatively good position because we all support the work you do. We all want to see more enforcement as commissioner eudaly very succinctly laid out as part of the vision zero strategy and in addition to enforcement the part that we never talk about that we need to talk about is the behavior of the people actually engaged in distracted driving, drunk driving, impaired driving, speeding, disregarding other people who are on the streets, and that takes time and money as well and it doesn't necessarily have to be traffic enforcement. It doesn't even have to be the police bureau that does that work but we need to do that work and start talking about that as well. The problem isn't just lack of enforcement it's the people are being really stupid, reckless, irresponsible and thoughtless when they drive through the city. We need to do something collectively about that. You guys have been great. You have worked really hard to accommodate some of the big public events that we have planned in this city. I gotta say the first iteration of the new Portland marathon you guys were a-plus. A-plus. I know you worked hard both in the planning and the execution on the day of an it showed. So I want to thank you for that while I've got you here. We don't have public testimony. City council filled the public testimony time anyway. Thank you for your good work. This is first reading of a nonemergency ordinance, it moves to second reading. Next item, 1020.

Item 1020.

Wheeler: Greetings.

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Scott Schneider, Procurement Services: Good morning.

Moore-Love: I'll read the other item. 1021.

Wheeler: Read the together.

Item 1021.

Scott Schneider, Procurement Services: Good morning. Scott Schneider from procurement services. You have before you two procurement reports this morning. Each recommending an award of contract for elevator modernization services. Both of these contracts resulted from the same competitive solicitation. The first is for four elevators in the justice center building for not to exceed \$1,535,827. The second is for eight elevators in three separate smart park garages for not to exceed the amount of \$3,218,005. On June 20, 2019 the chief procurement officer advertised and on July 3 two bids were received for the justice center modernization and one bid received for the smart park modernization.

Wheeler: Why was only one bid -- that seems like a fairly lucrative business and it's a competitive business so why only one?

Schneider: Yeah. I think there are limited number of firms that do the work for the justice center modernization we did get two bids. We asked the second bidder why they didn't bid on the smart park modernization and they said it was too much work to take on at one time. Too big of a contract.

Wheeler: Interesting. Okay. Thanks. I was just curious.

Schneider: The city issued a notice of intent to award contracts for both modernization projects to this company on august 6. No protests were received. This has a currently city of Portland business tax account and is in compliance with the city's contracting requirements. It's not a cobid certified minority owned, women owned, service veterans owned or emerging small business. There are no subcontractors on these projects and based on the engineer's estimates the bureau's confidence level is high. If council has any questions about the solicitation process I can answer those. Representatives from facility services are in chambers to answer questions about the projects.

Wheeler: Commissioner hardesty.

Hardesty: I'm curious, going back to the mayors original question, is the universe of people who are available to do elevator upgrades an how diverse is that pool?

Jana Gerow, Office of Management and Finance: Hello, my name is Jana Gerow and I'm the project manager on the justice center and Jeremy hunt and I were at the pre-bid meetings. I would just tell you that we had a list of about 12 different firms that we reached out to and contacted. Some of those were too busy to consider coming so they just did not, but we did end up with four bidders at the pre-bid meeting. As far as diversity within them I can't tell you a lot about their staffing because I'm not that familiar with their staffing, but there was a variety of firms from small local firms to large firms. I think the only large firm that we were not able to contact was otis, which happened to have been busy in several of our existing city buildings. We did have four come through the walk-through. We actually had on the justice center three bids turned in. One was past the deadline because he had pulled it off. That was one of the smaller ones. The two that did turn it in were good sized and as he mentioned even they were saying how busy they were and how backed up they were for several months.

Hardesty: Thank you for that info. I'm appreciative of your response. I guess my question is as we continue to do elevator repairs are we going to continue to contract with the same individual company? Because they tend to be the only one that -- one of two that will bid on these contracts. My concern is that we get comfortable with people that we contract with and we're not more creative about looking for other opportunities to help people build wealth in our community. A diverse group of people to build with wealth in our community.

Gerow: I appreciate that concern and I think we made an effort to reach out. As I indicated one of those other firms was so busy on other projects that the city had. There is some

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benefit to having consistency especially with the smart parks with some of the repeating ones but we do not make that part of our selection reason other than making sure we have a diverse group with we first go out to bid.

Hardesty: Which is not the same as having a diverse group of people that we contract with.

Gerow: True, but we can't force them to bid.

Wheeler: Very good. Any further questions? This is short and to the point.

Fish: So moved.

Wheeler: 1020 commissioner Fish has moved, can I get a second?

Fritz: Second.

Wheeler: Call the roll.

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

Hardesty: I know that this is work that we planned for well in advance because we know elevators need repair and we know that these contracts are coming down the pipe. I continue to be just a little frustrated with the reasoning that we have that we don't have a diverse pool of contractors that we are cultivating along the way. I just hope that we take the opportunity to be creative. I suspect there will be more of these same kind of contracts coming down the pipe. It's just really disappointing that we seem to have the built-in excuses for the contractor rather than actually encouraging the contractor to be more creative and create more opportunities. If we say as a city we want to make sure that women and people of color have opportunities with city dollars, then we actually have to act differently than we have done in the past. I vote aye.

Wheeler: Aye. The report is adopted. 1021, please.

Fish: Move the record.

Fritz: Second.

Wheeler: Motion from commissioner Fish, Second from Commissioner Fritz, please call the roll.

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

Hardesty: Aye.

Wheeler: Aye. The report is accepted. Thanks for your presentation. Short and to the point. 1022, if you could read it and I'm going to pull it.

Item 1022.

Wheeler: So I'm going to pull this back to my office. It will come back next week.

Item 1023, I have a question of my colleagues. I don't know if commissioner eudaly is coming back. Does anyone know?

Fish: Four votes is enough, mayor.

Wheeler: Good. I have a doctor's appointment. I'm trying to decide how quickly to move things.

Item 1023.

Wheeler: Three years ago Portland voters made history passing our first ever affordable housing bond. Last month we announced the new project selected under the bond opportunity solicitation and had another historical announcement, we have now met and in most cases exceeded our goals promised to Portland voters with 1424 new housing units open or in the development pipeline. Multnomah county has been an essential partner in our community-wide success. Their \$4 million capital contribution for the west wind apartments, an additional support service through the joint office of homeless services advances our goal of bringing new, permanent supportive housing units into our community. With that I'll turn it over to Shannon, then mark will play second fiddle today.

Shannon Callahan, Director, Portland Housing Bureau: Good morning, mayor, commissioners. Shannon Callahan of the Portland housing bureau. I'm pleased to be here today to bring you this intergovernmental agreement to authorize a \$4 million contribution

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from Multnomah county to the redevelopment of the westwind apartments. The westwind is one of 12 housing bond projects identified. It was announced along with nine others this september after competitive process. All tolled these developments will be home to over 2900 Portlanders. The westwind itself will be a newly constructed seven-story building that will provide 100 new homes, 70 of which will provide supportive housing. All of the 70 units with supportive housing, all of the 70 units will have rent support from home forward. The majority of the residents will be individuals transitioning from homelessness who experience a disabling condition. The support services will include mental health, health care services as well as culturally specific support, delivered through service partnerships with the native american rehabilitation association, nara, and central city's concerns culturally specific programs. The building will also include space for community services and resident art space, for art classes and workshops. We expect construction to begin commencement next fall.

Marc Jolin: Mayor, commissioners, good morning, my name is Marc Jolin, I'm the director of the joint office of homeless services. I'm mostly here just to express my appreciation for the partnership that this represents between the city and the county when it comes to expanding the inventory of permanent supportive housing in our community. Together we launched less than two years ago an initiative to create 2,000 new units of permanently supportive housing for folks in our community, individuals and families who need deep subsidy and also need ongoing support services to ensure they stay in their housing. The information before you because of the work that we have done together shows that we are now at 792 units towards our goal of 2,000 units already in place or in the pipeline, and that is really exceptional. It's a testament to the resources that the community has provided and the coordination between the city and the county, the housing authored, our state partners, making all of this possible. So the westwind is almost 10% of that 792, it's one important project among many, and it's a good day to be here and to celebrate the progress that we're making. So thank you.

Wheeler: Thanks, mark. Commissioner Fritz, then commissioner Fish.

Fritz: Where is the money coming from for the services for the permanent supportive housing?

Jolin: So in this particular project we have a partnership with the Multnomah county health department that is likely to provide the majority of the support services funding. As we always do we'll be looking to leverage the clinical services that people need that are typically medicaid funded. We'll use general fund to provide the housing placement and retention support services that we can't bill medicaid for.

Fritz: Whose general fund dollars?

Jolin: That's in the joint office's budget but is in partnership with the health department.

Fritz: It's already in the budget.

Jolin: Yes, for this project.

Fritz: Thank you.

Fish: So this is a good opportunity to do a little psa for psh. Commissioner Fritz got at something very important. In the presentations that we have received on permanent supportive housing we have learned at least two things. One is that to serve the people that we want to serve we have to have a significant subsidy to drive down the cost so that people a at zero to 30% of mfi are eligible. Second we have to have funding for the services. It turns out that over the last couple of years as the public has become more focused on the housing crisis and focused on homelessness that the public actually understands that for this to be successful you've got to have those services. Furthermore, interesting understands that having a case worker and those services might be the difference between a successful tenancy or not. Or someone turning their lives around and getting a second chance. So because commissioner Fritz raised it I think it's important to

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put on table that we have set an audacious goal of 2,000 units. I'm pleased to see we're making progress. Was that a picture of the westwind? Very attractive building. We're making steady progress. But the fly in the ointment, the hole in our system is having adequate resources to fund those services. The reality is we are simply not going to be waiting to be bailed out by the federal government or the state government. They just we cannot expect in the short term that that's going to happen. The public understands that those services are crucial to the success of these programs. So in my view, and the view of many others, we're going to have to have a new revenue source. We're going to have to have a thoughtful conversation about how to generate substantial money to provide those services. While I'm delighted we're making progress, the westwind looks like a great deal, I'm a big believer in the joint office, the reality check is we are going to need new revenue to close the gap on services. I look forward to the council having that conversation as we head into the new year.

Wheeler: Commissioner Hardesty.

Hardesty: Thank you, mayor. Thank you so much for your presentation. This has nothing to do with what's in front of me at the moment but I continue to say to you that what we're calling affordable housing is really not affordable housing. While commissioner Fish is talking about 30% and below mfi, do you have any data on the people who are being turned away because they can't afford the affordable housing units that are coming on the market? I mean when we talk 80% of mfi, 50% of mfi, do we have any data at all? Are we collecting that data, and if so where do I find it?

Callahan: Commissioner, I don't believe I have any data readily available but i'll check with my team on that. The housing bureau supports housing with direct financing at 60% area median income and below and of course the greatest need is below 30% ami. This building will support 70 households that essentially have no income. The rent support is some of the magic to making sure we're able to support people who are especially those on social security disability or otherwise, but I'm happy to see what I can get for you.

Hardesty: I would be greatly appreciative. We're going to ask to be voting on better housing by design and a host of other housing strategies, right, but if we're not clear about what is really housing that people can afford to live in then we will continue to incentivize the wrong end of the housing market. So I think we really -- I desperately need that information so that I am able to make really good decisions when we say affordable, what do we really, really mean.

Jolin: The national low-income housing commission did a report where they show the number of extremely low income households, folks 30% and below, and how many available units that rent at levels that are affordable to that community exist so you can see the gap. That's how we are able to identify the deficit of deeply affordable housing in our community for that population. I can forward that to you.

Callahan: We know for the Portland area. What I heard was specifically are people applying that are then rejected and I don't know that I have that information. We have the need in the community and it's definitely the deeply affordable housing below zero to 30.

Fish: Mayor.

Wheeler: Commissioner Fish.

Fish: Is this the single biggest investment in permanent supportive housing in one project in recent history? I'm trying to remember -- we're constantly asking to bring the mfi down to provide services for people that have no income or very limited income. I don't remember the last time a project penciled out with this many units of permanent supportive housing.

Callahan: We have a number of units in the pipeline that are coming forward that will be dealing with zero to 30. This is pretty substantial step. We have not done something of this building type with 70 units of supportive housing in quite some --

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Jolin: Probably since the commons. I can't think of another building that had 70 units in one building.

Fish: Quite an accomplishment.

Callahan: The joyce, the redevelopment of the joyce will be coming to council at some point in the future. That will have about 69 units of supportive housing with deeply affordable as well. They are relatively comparable but this building is brand new with 100 units.

Wheeler: Thank you mayor.

Eudaly: Thank you, mayor. Just following up on the affordability question it does get confusing because there's a big a affordability and a little a affordability. When we're talking about affordable housing here with the housing bureau we're talking about big a affordable as defined by hud. When other people are talking about affordable housing they may just be talking about housing that's affordable to anyone relative to their income, which is 30% -- that's the rule of thumb, 30% of your income. We have to follow hud guidelines was my understanding and when we're talking about publicly owned housing, permanently affordable housing we're devoting our dollars to 60% of mfi and below. In the private sector we cannot compel them to build anything other than what's prescribed through inclusionary zoning, which is 60% or 80% of median family income. Correct? I don't think that we're going to find meaningful data of people who are being denied housing because they don't meet the income guidelines because they are probably not applying, but we do know roughly what the need is in each category and it's staggering all tolled. It's, what, 24,000 affordable units was the number that we were hearing five years ago. Unfortunately the inflow of people into that category of need has not slowed down and the housing that's being built by the private industry is largely unaffordable to most Portlanders. So I understand the confusion about that. The language. I just wanted to clarify.

Fish: Can I make one other point in keeping with what you just said?

Eudaly: Sure.

Fish: There was a time when the Portland development commission and the then version of the housing bureau which had a different name had a big disagreement about what was affordable housing and dollars were being spent differently depending on which of the two agencies were spending the dollars. When mayor Adams came in as mayor, when I came in as housing commissioner, we collapsed all the housing programs together and put them under one roof and redirected the mission of the Portland housing bureau we resolved that question finally unless the council wants to reopen it at some point and we said our focus is low income families and individuals. So it eliminated the conflict that was going on by reconciling funding policy and oversight under one bureau. At the time it was resisted by a lot of people and was controversial because pdc was using public resource to create incentives for hotels and those kinds of things. It was the right thing to do in in my opinion but it's also why the housing we get presented on all the time fits within the guidelines established with that relaunch of the Portland housing bureau. It is just, however, rare that we meet our target on zero to 30. That's been the unmet need and there's a huge need out there that the housing -- that home forward can't meet on its own so I'm delighted to see progress there.

Eudaly: Even public housing needs rent revenue. They can't all be free, which is a challenge. I also want to point out a couple other challenges that complicate this conversation. Number one the federal poverty income guidelines are woefully out of date. So you have to be incredibly low income to qualify for supports that should be available to people that earn significantly more. The other issue I see is that we base our median family income on all residents, homeowners and renters, and we know that renters make significantly less money than homeowners. So renters are I think the unaffordability issue

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is somewhat like the severity is somewhat hidden by the fact that we're assuming that people who are trying to rent make median family income. We know that average rents are only affordable to people that earn 120% of median family income and that makes matters even worse. Thank you for humoring me. I think these are just important details to think about when we're talking about affordability.

Wheeler: Do we have public testimony?

Moore-Love: One person signed up. Maggie.

Wheeler: Come on up.

Maggie: I'm glad I'm hearing the word permanent supportive housing more. I think it's necessary. I think I don't know what happened to the people in the 70 units in the westwind, like where did they go. Were they displaced? Did they go on the street?

Wheeler: They will not be displaced on to the street. There will be accommodations made.

Maggie: The other thing I would like to make it's good to rehab buildings. Is there any way to add more units to the westwind?

Wheeler: Possibly.

Maggie: And you're going to be putting people back in there but that didn't increase the number of units, so how are we going about increasing the number of units for permanent supportive housing and when I mean permanent supportive housing I mean with social services, not just sticking someone in an apartment.

Wheeler: Could I answer that question? This is a good question you've raised and one that has certainly been asked. The westwind is at the risk of being demolished and rebuilt as a private sector condominium or apartment project, so we are at risk of losing the 70 beds that currently exist there that are very low income beds but what we're proposing is replacing it with a building that will actually last for a hundred years unlike the building that is there currently. And it will also provide support services to ensure that the chronically homeless can be successful in their housing. This is --

Maggie: Okay so my question would be is there a way to increase the number of units in that building.

Wheeler: Potentially, yes.

Maggie: Try to do that.

Wheeler: Definitely. Thank you. Any further testimony? This is an emergency ordinance. Any further discussion, please call the roll.

Eudaly: I think I made enough comments on this item. I'll vote aye.

Fritz: The \$4 million that is coming from the county to the city for this project is from the sale of wapato and I'm very happy to know that that money is going to be used for 100 units of deeply affordable housing including 70 permanent supportive housing. That's a much better use than putting people in a shelter that's not going to provide permanent housing. Aye.

Fish: Thanks to director Callahan and to marc jolin for their excellent presentation. I'm pleased to support this ordinance. Aye.

Hardesty: I'm also very grateful for the information and I hope we continue to question the term affordable housing because again, we need to make sure that we're actually hitting the mark. I'm grateful for this proposal. I vote aye.

Wheeler: I want to thank the housing bureau and my team for the hard work that they put into this. This is a new beginning for sros in the city of Portland. We're in the process of embarking on modern and relevant sro communities that can address the chronically homeless situation we have seen in the community. This is the first major play that we have made with regard to the affordable housing bond. It will be followed up as director callahan mentioned in short order by the joyce. You'll see other projects too as we go about aggressively meeting our commitment to create 2,000 units of permanent supportive housing in our community. We made that commitment a year ago. It was a 10-year

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community it. We're already 650 units into that 2,000 unit commitment. I hope that shows the resolve of the council as well as my own. I have to run. I'm turning the ordinance over to the council president.

Fritz: Next item, please.

Item 1024.

Fritz: Commissioner Eudaly.

Eudaly: Thank you, madam president. This ordinance is needed to clean up an error in the legal description from a previous street vacation ordinance vacating a portion of southeast Washington street west of southeast 30th avenue. The amended ordinance will eliminate a five foot gap between two street vacation ordinances, one from 1988, the other from 2008. I do wish street vacation was something more fun than what it really is because I could use a vacation right now. No, here to provide details and answer any questions, pbot right of way agent Dee Walker. Welcome.

Dee Walker, Portland Bureau of Transportation: Good afternoon. Commissioner Eudaly pretty much said everything. Basically this is just a correction. In 1988 we vacated southeast Washington street and in 2008 we were to vacate the remaining portion of south Washington street. Unfortunately there was an error and it included a five foot gap so we have five feet of public right of way within the midst of all this private property. The abutting property owner is in for redevelopment and it came to their attention that this was not their property and then we found out that there was an error in the legal description hence my amending the ordinance. This is more of a kind of a cleanup pbot initiated housekeeping issue to correct that 2008 ordinance.

Fritz: Thank you. Questions?

Fish: Is anyone opposed to this action?

Eudaly: No. Did anyone sign up to testify?

Moore-Love: They left.

Fritz: This is an emergency ordinance. Call the roll.

Eudaly: Thank you Dee, aye.

Fish: Aye. **Hardesty:** Aye.

Fritz: Odd when the order of voting changes with somebody leaving. Aye. Last item, please.

Item 1025.

Fritz: Commissioner Eudaly.

Eudaly: This will authorize the bureau of transportation to offer just compensation for small segments of properties that will allow us to move forward on the sidewalk, bike lane, paving, storm water and water system improvements on southwest capital between southwest garden home and southwest Taylor's Ferry road. Here to provide details and answer any questions is pbot right of way agent Marty Maloney. Welcome.

Marty Maloney, Portland Bureau of Transportation: I'm Marty Maloney with pbot right of way. The agenda in front of you authorizes the city to use eminent domain authority and the ability to offer just compensation for needed property rights associated with the capital highway project. All affected property owners have been informed of the city's need for those certain property rights and were invited to attend the reading of this item as well. It's pretty much all. I would be happy to answer any questions.

Fritz: I understand that ten of these names involve permanent easements.

Maloney: Yes. There will be some permanent right of way that's necessary due to some grading out there requires retaining walls to be constructed. On four of the properties we don't have enough right of way at this time to actually put in the retaining walls. We need to acquire a couple of feet off the frontage property and for the rest of the six are for permanent maintenance easements. We'll be putting the retaining walls within the existing

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right of way, but down the road to inspect the retaining walls we'll need to get on to certain properties to do so and if necessary to maintain or do any fixes.

Fritz: For the four that are actually having property taken, are they all aware that this is going to happen?

Maloney: Correct. Correct.

Fritz: Have you spoken with each of them?

Maloney: I haven't spoke to all of them but I sent out mailings. I spoke to two out of the four. The properties. We'll also be doing contract appraisal work on those so the appraiser will be contact with them pretty soon. I can reach out to them again to make sure they are aware of that.

Fritz: I would like that to happen before we vote on the ordinance.

Maloney: Okay.

Fritz: Construction easements come and go and also the maintenance easements, but for the ones where property is going to not -- to be used permanently for right of way it seems like I would really like to know usually you come and you've already spoken to everybody and they are okay with it.

Maloney: Sometimes it's tough to get hold of people. It's just more sending out the information about the project and saying, this is something that's coming up, if you have questions feel free to reach out to me, but I can try to reach out to them again.

Fritz: The government taking somebody's property with them really having no ability to say that's not fair, that's one of the most significant things we do. Would you be okay bringing this back next week?

Eudaly: This is an emergency ordinance. Can you tell me what the level of urgency is?

Maloney: Level of urgency is basically construction windows for this coming may is when they want to start construction on the project, but we don't have a ton of time to actually acquire the needed property rights. We have 80 property owners we're dealing with. That's why I ordered an emergency because it would take an extra month if I didn't.

Eudaly: Just to be clear, everyone has been notified.

Maloney: Correct.

Eudaly: The question is whether there was clarity on permanent easements.

Maloney: Yes. I guess the opinion on acquisition.

Fritz: Yes.

Maloney: I can reach out and ask them about it. No problem.

Eudaly: Will we continue this to next week and keep it an emergency?

Fritz: I have another suggestion. Commissioner Hardesty?

Hardesty: Thank you, madam president. I share commissioner Fritz' concerns. I'm trying to understand the 200 specific pieces of property, there are 80 owners, and how many properties will permanently be taken through eminent domain?

Maloney: All properties are under the threat of eminent domain because the city has the ability to condemn on these property rights. We have a great track record of not actually condemning on properties since I have been here, about 12 years. We have never had to acquire property rights through a jury trial. We do a good job trying to negotiate with property owners and in coming to a mutually beneficial outcome. It's not actually 200 easements. Those are legal descriptions. There's about 100 separate easement rights we're acquiring over 80 people's properties.

Hardesty: Thank you. My next question has to do with what when you said notification what does that mean?

Maloney: We send out general information for the project saying --

Hardesty: I'm sorry, how is the information sent out? Is it a letter? Is it a certified? Email? What's the process?

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Maloney: Certified mailing. Definitely. It's part of we actually have to send out certified. We let them know the property owners are receiving this mailing. I do talk to a lot of property owners, once I send this out I give them all my contact information so I can start the process of this is what we have going on, this is the property we need. Sometimes it's hard to get hold of everybody. Just nature of the beast.

Hardesty: My last question is during your negotiation with the property owner, have you had an experience where the ask was significantly more than you thought the value was and where does that additional money come from when you are making this trade?

Maloney: So basically we're not infallible when it comes to valuing properties. We asked the owners to provide information that would base this extra if we are offering a thousand if they say 2 thousand I ask why. They say because I have dealt with development services and they charged me a bunch of money. We can't do that but if there is certain I think your property value that you put on this is low we'll look at this and if there is a compensation we go above and beyond. It has to be approved through the project manager and budget of the overall project.

Hardesty: Thank you.

Fritz: Commissioner Eudaly.

Eudaly: So I just want to make it clear that all affected property owners have been contacted and informed as to the city's need for these property rights by certified mail. We're not trying to pull anything over on anyone.

Maloney: None whatsoever.

Eudaly: Is the project broadly supported in southwest Portland?

Maloney: People I have talked to. I know people understand there's going to be inconvenience involved when construction is going on, but the people that I have spoken to agree with the project and I know it's been in the process for over a decade now that they have tried to do this. A lot of people have told me, oh, we have been here since you first started talking about this, but they have been agreeable, it's just the inconvenience during construction may be a little rough.

Eudaly: These are very narrow strips at the property edge?

Maloney: Absolutely.

Eudaly: Will any buildings be impacted?

Maloney: No.

Eudaly: Do you anticipate this will decrease the value of anyone's property?

Maloney: No. You can almost make an argument that it would increase values.

Eudaly: Because they are getting sidewalks.

Maloney: We don't take that into consideration. The effect would be taken into consideration if there is any damage in the appraisals and we would compensate for that.

Eudaly: Of all of the impacted properties I think the term eminent domain is a bit of a trigger for a lot of people but no one's home is being taken away, no one's property value is being decreased, we're making vital improvements to the pedestrian and bicycle infrastructure in an area that is inadequately served. I'm not going to argue if my colleagues if they would like to hold this over for a week but I would prefer to move forward.

Fish: Madam president? I'm loathe to impose --

Fritz: I would like -- I have a follow-up question about the certified mailer. Signature required on receipt?

Maloney: Correct, they have the green cards and they send them back and we add them into the files.

Fritz: You've talked to two of the four who have permanent purchase of part of their property.

Maloney: Yes.

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Fritz: Presumably they are okay otherwise they would be here or have sent a remonstrance. Of the other two could you give us as commissioner Eudaly just alluded to of a narrow strips do they have any structures on those strips?

Maloney: I believe it's two feet is the largest actual property acquisition we're completing. Really we're going to be putting just the retaining wall on to that property. There's some landscaping involved but it's not any sort of dwelling. We're not hitting any buildings or anything.

Eudaly: Trees?

Maloney: Yes. There will be some trees. I would have to look back. I can clarify a little more on those four properties. I know there's some landscaping. I'm not sure how many trees are involved in that area but a lot of the trees that will be removed are within the existing right of way in a lot of spaces just because we have to recapture that area that's been overgrown.

Fritz: We did have testimony at one of the hearings from a property owner at the corner of Alice and Capital Highway concerned about impact to their landscaping. I was just wondering and I'll get to you in a moment commissioner Fish. Tomorrow afternoon we have the native American declaring native American heritage month. I believe that we're no longer going to have the report. So would it be possible for you to try to contact the other two property owners this afternoon or tonight?

Maloney: Sure.

Fritz: Then we could bring it back tomorrow after the native American event. Would that be acceptable to my colleagues? Commissioner Fish you wanted to comment?

Fish: That would be acceptable to me. I want to say that as you and I know, commissioner Fritz, over the last ten years of service these things are heavily proscribed by law and code. I'm loathe to set new complaints on staff about leaving phone messages, calling, contacted people. If the council wants to take that up as part of creating a new level of engagement around someone who is getting notice I think we should do it in the ordinary course, but frankly I don't find it very compelling to have someone leave a message saying did you get the letter that you signed for and have you complained. Outside of our current system because our system is heavily regulated and heavily proscribed.

Fritz: For the last 11 years I have been asking these questions on every single project, sewer, road, whatever it is. I believe that government forcing people to sell their property is a really significant thing.

Maloney: A lot of the time when I do speak to property owners about are they in favor of the project a lot of the times I can't completely answer that because the question is how much money are you going to give me for this property, and I can't --

Fritz: I understand that. I want to make sure they know there's an opportunity they could come tomorrow afternoon or send in information if they are vehemently opposed and want us to look at reengineering. This has never happened in all the times I have been asking for this and you have been great about anticipating that I will be asking this. If we wouldn't mind setting it over until after the item 1028 tomorrow and then we can vote on it at that time. Thank you very much. So ordered and we're adjourned until 2:00 p.m. this afternoon.

At 12:27 a.m., Council recessed.

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Key: *** means unidentified speaker.**

November 6, 2019 2:00 p.m.

Wheeler: Good afternoon everybody this is the November 6, 2019 afternoon session of the Portland city council. Please call the roll.

Eudaly: Here. **Fritz:** Here **Fish:** **Hardesty:** Here.

Wheeler: Here and now we'll hear from legal counsel on the rules of order and decorum. Good afternoon.

Lauren King, Deputy City Attorney: Good afternoon. Welcome to Portland city council. The city council represents all Portlanders and meets to do the city's business. Presiding officer preserves order and decorum during city council so everyone can feel welcome, comfortable, respected and safe. To participate 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 first readings of ordinances. Your testimony should address the matter being considered at the time. If not you may be ruled out of order. When testifying please state your name for the record. Your address not necessary. Please disclose if you're a lobbyist. If you're representing an organization please identify it. 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're in the audience and would like to show support for something said, please feel free to do thumbs up. If you want to express you do not support something, please feel free to do thumbs down. Please remain seated in council chambers unless entering or exiting. If you're filming the meeting please to not use bright lights or disrupt the meeting. Disruptive conduct such as shouting or interrupting testimony or council deliberations will not be allowed. If there are disruption 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. We have one item today but it's a big one and it's important. Karla, please read item 1026.

Item 1026.

Wheeler: Colleagues we're back today to continue the public hearing on the better housing by design recommended draft and to introduce, discuss and vote on amendments to help reorient everyone on the proposals. The intent of the better housing by design amendment is to expand housing options, address affordability and improve design in Portland's multidwelling zones. Just by way of run of show we'll hear briefly from bps staff. I would like to call on planning and sustainability commission member daisy quinones, who will brief the council on the planning sustainability commission vote in support. We'll then take public testimony. I have a couple of housekeeping items with regard to public testimony. There were a number of people who signed up last time to testify and did not get the opportunity to testify. If you're here could you raise your hands so I can see you? Can you make sure -- Karla, do you need them to confirm with you?

Moore-Love: If they can check in with keelen behind me that would be great.

Wheeler: Just to make sure that you're still on the list and I want to be clear you can talk about whatever you want. The main motion or you can talk about the amendments that are

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going to be presented today. People who are signing up today for the first time will only be able to speak to the amendments because the conversation about the main motion happened last week. So you either spoke last week or you didn't get to speak last week but you signed up and you're going to get to speak first today. Now, there are probably some of you here who did speak last time on this but who would also like to speak today. If that is the case you can certainly do that, but since you've already spoken on the larger issue today you can only speak on the amendments. Is that clear for everybody? If it's not, ask me again later and we can go through that again. I'm going to start off with our staff report from Bill Cunningham. Good afternoon, bill. How are you today?

Bill Cunningham, Bureau of Planning and Sustainability: Good. Good afternoon. Thank you, mayor, members of city council. I did want to clarify something that you had mentioned, we will not have a planning and sustainability commission speaker today. That happened on October 2nd.

Wheeler: I'm sorry. I have old information. I'm officially going to recycle it. Thank you.

Cunningham: I'm going to move into where we are to kick us off. We organized the agenda into three parts, first staff will briefly introduce the amendments that have been requested by city commissioners up to this point, the amendments of the housing by design recommended draft, and I should mention that the draft amendments were shared with the public last week and we have included them in a memorandum to city council dated November 5, 2019. One reason I would like to present the summary of the amendments is to be clear that the public is aware of the amendments that have been requested to this point. That provides them an opportunity to provide testimony both on the broader recommended draft and the amendments. We suggest that council move and second these amendments prior to testimony. The idea being that while the initial presentation will be fairly brief the full discussion and questions and answers would happen after public testimony. The second part of the agenda will be the public testimony on both recommended draft and the draft amendments. After the close of testimony the third part of the agenda will be moving on to discussion and votes on each of the major code and map amendments followed by several minor technical amendments we suggest city council consider as a group. With that I'm going to --

Fish: Can I get clarification on something?

Wheeler: Commissioner Fish.

Fish: You had me until you said your recommendation is council put the group of amendments on the table and second them.

Cunningham: Right.

Fish: If there is no support on the council for a particular amendment, why are you recommending that we second it?

Cunningham: Our thinking was really just to keep it fairly brief to begin with so that the public could provide testimony then once everything is on the table be dependent on votes as to whether the amendments will stand or not. That was the general idea starting as a brief summary and then trying to get public testimony.

Wheeler: If I may, bill, commissioner Fish may not be aware, bill may be, I have been asked by at least one colleague to second for purposes of discussion and as a courtesy I generally extend that courtesy. Commissioner Hardesty.

Hardesty: I just want to make sure that we are going to take each of these separate amendments and vote separately at some point because I don't want to give the impression that I'm supporting amendments just because there's a second that's been had.

Wheeler: What we typically do is particularly for discussing technical amendments or staff recommended amendments we move those as a package but any commissioner can pull

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any item out of that package at any time for separate discussion and separate vote. So they are often presented as a package but do not have to be taken up as a package.

Hardesty: I'm going to recommend we not take them up as a package that after the testimony we take them one at a time if that's okay with my colleagues.

Wheeler: Any objection?

Fritz: Except for the technical amendments, right?

Eudaly: Technical amendments are different.

Hardesty: I'm getting a lot of amendments. I got one just this afternoon. I do not want to be rushed into accepting amendments that I have not agreed with, so my preference would be we do them one at a time after the testimony.

Wheeler: It's the right of any commissioner to pull any item off of the package.

Fish: We have done this differently depending on the hearing. Council often serves as a filter at the front end. If there's no council support the one downside of what I think is a very collegial gesture about seconding for purposes of putting it on the table is we'll have a lot of testimony from people saying don't support something that council has already signaled they don't support and it's going to crowd out testimony on items in place. With that caveat I think I would urge people if there are a group of amendments which they don't support just highlight I don't support, blah blah, but don't feel you have to address each amendment because by putting them on the table it doesn't signal that the council is inclined to support any particular amendment.

Wheeler: Fair admonition commissioner Fish. Anything further? So bill, you're going through the amendments.

Cunningham: Thank you. Mr. Mayor --

Wheeler: Draft amendments.

Cunningham: Well, just a couple slides to reminds people what we're focusing on. This has a bearing on some of the amendments. This focuses on Portland's multidwelling zone shown in blue on the screen, red is mixed use zones. What you see on the map is it's not a large area, only 8% of the city land area but they are typically along corridors or center, its pretty key to expanding options for people to live close to services and close to transit. Two key basic approaches to the project. The two sides of the coin if you would are the project has big emphasis on expanding housing options in the multidwelling zones. This is being done in a couple ways. One by buying more flexibility for numbers and types of units, regulating more by building scale, more flexibility for what's built within that scale. There is a big emphasis on bonuses, development incentives for affordable housing to be more intentional about trying to get more clearly affordable housing as part of the mix. While we're also looking at focusing on expanding housing options we're also thinking about how the new housing relates to the needs of residents and surrounding context so we have a number of provisions expanding outdoor space requirements to better serve the needs of residents. We expect a lot more people to be living in multi fame and we have concerns about that and there are community design related regulations. To highlight those development bonuses when we talk our amendments and the relationship to development bonuses almost all of the development bonuses are about affordable housing with the greatest priority placed on more deeply affordable housing, affordable at 60% of median income level. That's a level where about a pre-school teacher earns or a landscaper or security guard. We know the private sector is not producing a number of new housing at that level so that's one reason for the priority. Transitioning straightaway into the amendments. Amendment number 1 is related to that deeper housing affordability amendment which as written it focuses on 60% of area median income and its a higher percentage of units, half the units have to be at that level. The amendment would add a homeownership option, affordable at 80% of median income. 60% of median income typically is not working well for ownership housing. Matt tschabold from housing will talk

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about that later when we get to the discussion. The intent really is to use this bonus not only to promote rental housing but also to expand opportunities for affordable ownership housing. There are three amendments related to this and I'll talk about this more when we get to the discussion point. Amendment 2 is related to an existing affordable housing parking exemption in which projects providing inclusionary housing units are currently exempt from minimum parking requirements but they are only currently entirely exempt if you're within 500 feet of frequent transit lines, a tenth of a mile or 1500 feet from light-rail stations. The proposal is to expand that exemption to any affordable housing projects primarily in the multidwelling and mixed use zones to help reduce costs and increase feasibility of getting more affordable housing built. A keynote is that 95%, the vast majority of our multidwelling and mixed use zones are within a quarter mile of frequent transit. Anywhere across the city doesn't translate to very far from transit, in these zones pretty much all of the development is fairly close to transit. Amendment 3 is related to development bonuses, but it addresses concerns about demolitions of historic buildings. This amendment would disallow use of development bonuses or far transfers on sites where an historic building has been demolished, the intent is to prevent these bonuses and transfers from unintentionally serving as incentive for the demolition of historic buildings. Amendment 4 is also about development bonuses and this relates to transit access concerns. This amendment would disallow use of bonuses from sites that are more than 1500 foot walking distance from frequent transit, a little over a quarter mile and would apply in both multidwelling and mixed use zones. The intent of this amendment is to ensure that the additional development scale allowed by the bonuses takes place in areas well served by transit. As I mentioned, the vast majority of development in those zones is close to transit but there are some areas that are not so close. I'm not going to get into that map at this point. Amendment 5 is related to an existing allowance for 100 foot building height in historic districts that would apply in rm4 zone and the intent of this amendment which would drop that allowance is to prevent new development from being out of scale with historic districts. Again, just so you know, the considerations are things I'll be bringing back when we have a more in depth discussion for each item. Amendment 6 is a proposal for an indoor common area requirement and this amendment would require that large sites more than 20,000 square feet include indoor common areas such as indoor community rooms or recreation rooms in addition to proposals for a required outdoor common area for large sites. The intent of this is to ensure that we have some indoor community space that can be used in all weather and support activity and social interaction even when you have inclement weather much of the year. This is a change from the proposal in that the proposals had allowed indoor common areas to meet recreation space or common area requirements but did not require it. It was an option. This would shift it into being a requirement for large sites.

Fritz: Bill, if you go back to that, there's a 6-a and a 6-b because the proposal allows up to 50% of common open space to be inside and I think that's too much that what we really need is required outdoor space for families and kids to recreate. So I think there are two components. One to require small amounts of indoor space but second to limit the indoor space to 25% instead of 50%.

Cunningham: That's correct. I could clarify some of those things when we get into the discussion phase.

Fritz: Thank you for that.

Cunningham: There's definitely a difference. The recommended draft had allowed indoor community space to count towards requirements but did not require it and allowed up to half the common area to be indoor. This changes it to a maximum 25% to make sure more is outdoor space. Moving on we have a series of three map amendments. The first is rezone to the historic anna mann house at 1021 northeast 33rd avenue. This would be

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shifting from r5, single family zoning, to rm1, multidwelling zoning. This is intended to both facilitate its intended use as affordable multidwelling housing as well as facilitate its future preservation or continued preservation. This is a site that's very close to the sandy boulevard mixed use corridor and adjacent to existing multidwelling zoning. The next map amendment, m2, is for a property at 5631 southeast belmont essentially a zoning line shift shifting the rear portion of the property which is split zoned to the rm1 multidwelling zone currently the zoning line cuts through the structure which limits its ability to be used for a number of purposes. The third amendment is related to the kings hill historic district. It would be bringing down scale further beyond what was proposed. This is an area that currently had rh zoning with 4-1 far. The proposals would -- the recommended draft had assigned 3-1 far and the proposal would bring it down to a 2-1 far to be more responsive to scale of the two to three story historic buildings in that area. Again I'll get into more detail on these. I know there's a lot of questions. We need more clarity before you make decisions but really wanted to present an overview. There's a list of six minor amendments which I was going to save to describe when we get to the discussion. Most of them are fairly minor, almost corrections. There are a couple that are a little more substantial but if you don't mind I would like to save this to when you get to discussion point so we can have time for the community to provide testimony.

Fish: Mayor?

Wheeler: Commissioner Fish.

Fish: Has this cheat sheet been handed out to everyone here? The amendment cheat sheet?

Cunningham: We have a table that we shared publicly with people and we have had some copies out.

Fish: Anybody who's here today if they want it has a sheet that listed amendments and commentary?

Cunningham: We have a pile of copies of it out front.

Fish: Of this document?

Cunningham: Yes. I want to clarify something for commissioners. We had provided a memo, 38 pages, that has both listing of the amendments in short form but then because you'll be actually voting on whether to replace the code and you'll be voting on the specific code this document has the full code and commentary. If any commissioners do not have their memo we can provide it to you.

Wheeler: This is the memo you're referring to?

Cunningham: Yes.

Fish: I have two other questions, mayor. The second question is I had specifically asked that in our cheat sheet we have a column where it has beyond staff notes it has staff recommendations. We often have that when dealing with lots of amendments and we were not present for a lot of the testimony and hearings previously at the administrative level. So has that been prepared?

Cunningham: We had requests from commissioners' offices to provide the table and word version so that staff could add comments. That was provided to all the commissioners' offices.

Fish: With staff recommendations on each of the amendments?

Cunningham: We were not providing a formal staff recommendation. We did list issues for consideration. That was our approach. Given the fact that these are all amendments or questions by commissioners.

Wheeler: Is that this document?

Cunningham: That's the table form. But we did not have a formal staff recommendation.

Wheeler: These are staff notes. Your thoughts.

Cunningham: Correct.

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Fish: So we have to get to testimony here, but we have in the past, Joe Zhender is here, Joe, I'll speak to you on this, we have in other complex matters where we have lots of amendments we have a precedent for having staff recommendations. It doesn't mean that we always follow the recommendations, but it provides some context, and I would like from time to time to consider doing that because I think it's useful for us to have that kind of input. The second question I have is can you identify the amendments in the packet before us previously taken up and rejected by the commission?

Cunningham: The planning and sustainability commission?

Fish: Correct.

Cunningham: There are a number, 100 foot building height allowance, for example, was part of the initial proposed draft. But psc decided to remove that to actually bring the 100 foot allowance currently in the zoning code back and include it in the recommended draft. The other items have not really been a focus of discussion. They did not discuss the idea of an affordable option for deeper affordability or the other ones would be new items that psc had not considered.

Fish: That's helpful. Thank you.

Cunningham: If there's interest in staff sharing perspective or recommendation when we're doing the discussion I could share some observations based on discussions we have had at the bureau if that would be useful.

Fish: I have always found it useful particularly where staff puts it in the context of some policy or prior decision. That doesn't mean we have to follow the recommendation but it gives us a mark. That's for my colleagues to decide once we hear the testimony. Thank you.

Cunningham: Thank you.

Wheeler: So here's our first -- thank you both. We have our first way point. We could go one of two ways. I want to revisit what commissioner Hardesty asked. We could move the major code map amendments in the package of minor amendments for purposes of discussion. We wouldn't be voting on them but could move them, put them on the table for purposes of discussion at this time or alternatively commissioner Hardesty, if it is your desire, we could go through them one by one to put them on the table.

Hardesty: For the minor ones I have no problem putting them on the table for the purpose of discussion.

Wheeler: Is that a motion.

Fish: So moved.

Eudaly: Second.

Wheeler: We have a motion and a second the minor amendments are now on the table as a group. With regard to the major code amendments do you want those pulled individually for discussion? What we're doing is simply putting them on the table, so we're not saying we support them or don't.

Fish: If I'm hearing my colleague correctly if we put them on the table as a package we dispense with having to read each one. We have preserved our right to have them taken up and voted on separately, that I believe is what you wanted to happen.

Hardesty: That's correct.

Wheeler: Can I get a motion to put the major code amendments on the table?

Fish: So moved.

Fritz: Second.

Wheeler: I have a motion from commissioner Fish, I'll give the second to commissioner Fritz, it was very close to the motion and I believe I also have to move the map amendments. Can we get a motion on the map amendments?

Fish: So moved.

Eudaly: Second.

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Wheeler: We have a motion and we have a second and then there were a number of, these are all taken care of. All of the amendments that people see either in one of two different diagrams or in the more comprehensive package, they are now on the table meaning they are open for discussion. We'll now open the door -- open the floor to public testimony on the better housing by design recommended draft and draft amendments. Testifiers will be called in the order they signed up starting with the people who signed up last time who did not get a chance to speak. Each person will have three minutes to testify. Karla, how many in total do we have today?

Moore-Love: So far nine from the previous list and 29 for today.

Wheeler: Okay. Let's start with the first three from the nine that had previously signed up.

Moore-Love: Again if you did not check in from the last time let us know and we'll get you on the first list.

Wheeler: Thank you for being here. Would you like to start?

Brook Best: My name is Brook Best and I'm a member of the architectural heritage center's advocacy committee. I'm here today as a resident of Ladd's edition and would like to present comments on the better housing proposal as it relates to historic districts. First I want to express my support of the city's need to address increasing affordability in housing options. My concern is around the unnuanced treatment of historic districts in the current draft. This policy has been turned into a polarizing issue and as a former Seattleite we went through a similar scenario with mandatory affordable housing legislation which created a divisive split between the Nimbys and the Yimbis. So what can be learned from our neighbors to the north, we can strike a better balance how we grow within the multidwelling zones. It's not a simple either/or solution and it requires a more granular look at what we're trying to achieve here. There are two main provisions that I want to address related to Ladd's edition. The first is in support of the draft language regarding additional FAR transfer allowance for seismic upgrades to historic buildings. So these transfers of additional floor area could help the high cost of these critical seismic retrofits. The second is in support of the major code amendment 3 sponsored by Commissioner Fritz that provides the disallowance of development incentives if a historic building is demolished. We can look towards Seattle for an example with their demolition disincentive and I won't read what it states but that's codified in their municipal code. A critical and often overlooked aspect of the housing equation is loss of existing naturally occurring affordable housing due to demolition and redevelopment of historic housing. I'm going to provide some context from statistics from Seattle over a two-hour period between 2016 and 2018 that showed demolitions alone led to a net loss of over 400 low income units. Furthermore the new units were more expensive and smaller. The bottom line, there needs to be more tools in the tool box to address our affordable housing crisis. Specifically around the loss of existing naturally occurring affordable housing and as importantly if not more the issue of displacement. A demolition disincentive is one tool as is the incentive for seismic retrofits. So I just want to say I don't like being boxed into a label of a Nimby. I'm not a Nimby. That's not where I stand. I'm somewhere in between the two. I think by deflecting and polarizing the debate it prevents us from hearing from each other. I think Portland can do better. Thank you.

Wheeler: Thank you.

Zoe Powers: Zoe Lynn Powers, on behalf of PHK development, I'm testifying in support of the recommended draft section 33.120.215. PHK is developing a mostly vacant lot located near 21st in Multnomah and Sullivan's Gulch, but our housing by design will change this property to be RM4 zone, which the code states is a high density and intensely urban area. In keeping with the character of an intensely urban area this property is well served transit at the intersection of two transit streets and there are 14 bus stops within a quarter mile. A resident could be downtown on a single bus in less than 15 minutes. The code

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recognizes that such sites well served by transit are opportunities for the city to build additional density and housing close into the center. The wrinkle with the prior code was the term transit station is narrowly defined as a location where light-rail vehicles stop to load or unload passengers. The light-rail station at Lloyd center is less than a half mile from this property and with the tracks running along the rear of the property line. Unfortunately the unique geography of the area, which is the gulch from which Sullivan's Gulch takes its name prevent a light-rail station along that adjacent section of track. According to the planning and sustainability commission extended the existing allowance for 100 foot built height in the RM4 zone within 1,000 feet of a transit station to also apply within 500 feet of frequent transit lines on sites not located in historic or conservation districts. That 500 foot standard is one already contemplated by the new transportation demand management requirements and changes what was internal inconsistency in the code regarding the appropriate standard for measuring transit accessibility. We ask you adopt section 33.120.215b1a as presented in the recommended draft. This modest change recognizes more multimodal transportation options and allows for density the RM zone would typically allow served by transit. Thank you for your time and consideration.

Wheeler: Thank you.

David Schoellhamer: David Schoellhamer I'm with the Sellwood Moreland Improvement League better known as SMILE. Please ensure delayed testimony from everyone has the same opportunity to motivate amendments to the recommended draft as testifiers had a month ago. The Sellwood Moreland neighborhood needs housing for working class people. We continue to produce a tremendous amount of expensive market rate housing. Since 2015 developments completed and in the permitting pipeline have increased housing units by 28%. The market is producing new housing for wealthy people because Sellwood Moreland is so popular. New market rate housing contributes to our neighborhood becoming wealthier and less diverse than the rest of the city. Since 2000 neighborhood median income has increased 20% compared to 3% for the rest of the city. As a percentage of city median income neighborhood median income increased from 95% to 110%. New construction decreases neighborhood diversity. For example, renting the average newly constructed unit costs the average white household 33% of their income while the cost to the average black household is unattainable 74% of income. Since 2000 black population in our neighborhood has decreased 68%. We are the second least diverse neighborhood in the city. Because market rate units do not provide housing in Sellwood for the typical Portlander ideally any increase in zone density should be dedicated to affordable housing. At a minimum increased density should not contribute to economic segregation. The two main levers you have to incentivize affordable housing are building size and number of units. Better Housing by Design only utilizes building size and allows unlimited amount of units. Our written testimony uses data from the project show number of units is greater incentive. Our proposal to strengthen the incentive to build affordable housing is to first double the current maximum unit density for market rate development and second allow development that provides affordable housing to have the size bonus and unlimited units as now proposed by Better Housing by Design. Benefits of our proposal include increased incentive to build affordable housing and compatibility with density proposed by the residential infill project. The Better Housing by Design report summary in volume 1 shows several examples of what could be built in all of the examples shown could be identically built under our proposal. At the conclusion of the delayed testimony we urge you to add this amendment to further incentivize affordable housing. Thank you.

Wheeler: Appreciate your testimony. Thanks all three of you. Next three, please. Good afternoon.

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Leon Porter: Good afternoon. I'm Leon Porter. Thanks for the opportunity to testify. I generally support better housing by design. I also strongly support mayor wheeler's proposed amendments which will help to increase the supply of affordable housing and reduce costs, but rather than repeat my written testimony I would like to recommend two other possible amendments that would also advance those goals. First, please introduce an amendment to allow single room occupancy buildings by right in the rm1 zone. For decades these sros have played a major role preventing homelessness by serving as inexpensive unsubsidized housing for very low income singles and couples but most have disappeared as the zones were allowed were more expensive. The Portland housing bureau has rightly started to allow a little more socioeconomic diversity in a few more neighborhoods. Sros are allowed by right in all other multifamily zones, so lets at least make the slight incremental improvement by allowing them the rm1 zone too. At the October 2nd hearing I really appreciated commissioner hardesty raising a concern about Portland's land use policy solidifying the history of racial and socioeconomic exclusion in wealthy single family historic districts. Better housing by design actually does offer an opportunity to address that concern if anyone is bold enough to take it. As you know better housing by design's map amendments can rezone some areas from single family to multifamily. Please consider Portland has at least two very wealthy single family neighborhoods that both have racially exclusive histories and that are both right by max stops. Laurelhurst and east moreland. In both neighborhood original historic motive for single family zoning was apparently to keep poor people and minorities out so why preserve the exclusionary zoning in these wealthy neighborhoods? I'm happy about mayor wheeler's amendment to upzone the mann house lot and I would like to up all portions of laurelhurst within half a mile of the max stops to rm1. This would open both to greater diversity. Thank you for your time.

Wheeler: Thank you. Appreciate it. Good afternoon.

Harold Carlston: Thank you again for letting us come in and testify.

Wheeler: Thank you for coming twice.

Harold Carlston: Mayor Wheeler, commissioners, I want to thank you for that. As a lifelong resident of Portland and 26 year residents of east Portland specifically east of 122nd in the northern portion of the light-rail corridor south of glisan north of burnside I wanted to offer a few perspectives and observations I have not heard yet. While I understand the need to increase density the rate of the increase is a bit troubling for a few reasons. During my 26 years of residence in this area the zoning density of my specific residential property has increased from r10, which I believe allowed one family resident on 10,000 square feet to one residence per -- to 10 units of residence on the same property. That's to me housing without a connection to the area. In the same period of time there's been zero infrastructure improvements in the way of destinations for residents to walk or bike to and from. Not just in the light-rail corridor but most anywhere east of 122nd there are really no destinations between 122nd and the outer boundary of 162nd. We seem to be making a priority of putting people in this area without the same amenities of neighborhoods like montavilla, hollywood, alberta, lents, et cetera. Of all the areas of Portland because of this it encourages the area to be car centric. Without a change in focus to encourage or incentivize development of commercial or retail in this area it will continue to be car centric whether we like it or not, wed're just going to have a larger parking problem. Just to be clear i'm a self-professed car nut that enjoys working on and caring for classic cars as a hobby and I use pir an example for my enjoyment. Of all people I understand automobiles are not self-sustaining in the long run, but I only drive one car at a time. If the push is for incoming residents to use taxis, uber, lyft in addition to transit keep in mind that it's still a trip in a car. The only thing that has changed is the ownership of that vehicle. Encourage developers to build destinations in the area and in theory more walking

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and biking should occur. Concurrently with zoning changes to higher density without focus on destinations in the area, access to education and employment has pinched traffic on glisan from two lanes to four and there's no employment there. At the same time better housing by design is potentially restricting off street parking with new housing development. Again, this only makes sense if there's a destination within the area. The argument has been made that if development within 500 or 1500 feet of light-rail there should be zero parking lot, I think this is shortsighted. Thank you.

Wheeler: Thank you. Good afternoon.

Peggy Moretti: Good afternoon. I'm Peggy Moretti with restore Oregon. Restore. Restore Oregon supports the overarching goals of better housing by design and the broader quest for housing affordability. We believe historic districts and individual buildings have an important role to play in that effort through conversion of old buildings into housing, sensitive new infill development, adus and internal conversion of large homes into multiple units. The only thing we get concerned about is the compatibility of new development inside historic districts and policies that incentivize more demolition of historic structures. Demolition wipes out forever the cultural heritage and character of a place, waste vast quantities of materials and embodied energy, releases toxins into the environment, adds to climate change and what replace it is always more expensive. Therefore restore Oregon would like to call out support in particular for the following better housing by design provisions. The special definition of the rm4 zone in historic districts, additional far transfer allowance for seismic upgrades to historic buildings and revised zoning of the alphabet historic district. Of the proposed amendments being considered today we would like to register support for the map amendments in m1 and m2 for the property on southeast belmont and the anna mann house which is an excellent example of how an historic property can be repurposed as affordable housing and it has the full support of the Laurelhurst historic district. Amendment 5 and m3, that strive for compatible scale of new construction within historic and conservation districts which is also a stated goal of city planning. We support amendments 3 because the city should not be providing an incentive to demolish culturally significance historic buildings. With the high cost of seismic and code upgrades they already have enough weighing against them without the city putting a thumb on the scale. Echoing a previous speaker I just want to object to a pernicious idea that seems to be circulating that we have to choose between retaining the historic fabric of our communities and developing affordable housing. I think that is based on an utterly false assumption and we can do both and we must. Some of the most vulnerable historic homes and buildings are in underserved communities. Restore Oregon just announced our 2020 list of Oregon's most endangered places. Two of the three additions are centers of african-american heritage in albina, the mayo house and billy webb elks lodge. Historic designations being sought for them and resources are being rallied to help them carve out an economically available and vibrant future. If the city stacks the deck against them and other historic places like them that future could be lost. Thank you.

Wheeler: Thank you, commissioner Hardesty.

Hardesty: Thank you, mayor. Thank you all for your testimony. I'm curious. The historic buildings that you're concerned about being demolished, are they unreinforced masonry?

Moretti: I'm sure some of them are, not all of them, I'm speaking broadly, but yes, the fact that the seismic challenges do create some obstacles in cases where they are -- where the costs become prohibitive. Yes.

Hardesty: Especially if they are nonprofit housing, low-income housing buildings. How do you propose we keep people safe in buildings that will fall if an earthquake happens without actually creating opportunities to actually maybe it needs to be torn down and we need to be building something else.

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Moretti: I think it's true that not every old building is sacred. For sure, but I think we need to have the ability to make those kinds of thoughtful decisions about where unreinforced buildings have been seismically upgraded, have been converted into affordable housing and have or continue to serve in whatever capacity matters within that community and whatever cultural heritage that embodies. As a whole tangent or parallel topic is the fact that Oregon has the worst financial incentives of almost any state in the union for historic rehabilitation and we need to be seeking tools that will help offset the costs of seismic and make sure we don't lose things. We are dead last out of 50 states on that. There's a lot of other things we could be doing with this, but we just don't want to incentivize the loss of the buildings when they could serve very important functions if they stay standing.

Wheeler: Could I ask you a question and I won't ask everybody questions? I know this is an important issue and one that you have been actively engaged in. I want your perspective. I'm trying to figure out why these amendments would be needed. The staff notes here suggest it says first of all there's been very few demolitions -- let me back up. First of all I directed this year we would do an update to the historic resources inventory. That's step number one. Then the staff indicated here that -- I'm looking at 3. The staff notes. Demolition of contributing structures in historic districts such as the alphabet and kings hill historic districts and historic landmarks are subject to city council review and because of that through the type 4 demolition review there have been very few of these demolitions to date. Then it goes on to state that for locally designated historic resources including contributing structures in conservation districts such as Mississippi avenue's conservation district, there is only a demolition delay procedure which limits the ability to prevent demolitions. I'm trying to figure out how this amendment would really change the status quo significantly. There's already a procedure in place that is a very high bar which is it has to come to us for contributing structures.

Moretti: I think I get concerned that the financial picture becomes so out of balance between the upside or the profit that can be made by demolishing and replacing something versus the political hurdle that might have to be crossed to try to replace it. There's a lot of buildings out there that haven't gone through designation but official historic designation that still have great potential to serve in a meaningful way still in the community. I just think that at some point the economics start to really skew things and the politics can shift very dramatically from year to year.

Wheeler: Wouldn't the flip side be the way this amendment is written it says disallow the development bonuses or far transferred on sites. So it's not specific to a developer. It's on sites where an historic building has been demolished any time in the prior ten years. So it could be that it's an historic structure that is one of the kind that commissioner hardesty just mentioned as opposed to one of the jewels that we're thinking about that we want to preserve and protect.

Moretti: I would grant you some wiggle room on the whole ten-year thing. I think sometimes people pull buildings down, sit on it for a little while and hope everybody forgets and then go in and build something new, but I take your point that there's nuance there.

Wheeler: Good discussion. I appreciate you being here. Commissioner Fritz.

Fritz: Was suggested by staff. When we discuss it we can ask them why the ten years.

Wheeler: I was just curious since we have an expert here.

Moretti: I didn't come up with that.

Wheeler: I know. Great.

Moretti: I appreciate the concept.

Wheeler: Appreciate your testimony, all three of you. Thank you. Next three, please. Hello. You're flying solo at the moment.

Emma Kallaway: Great. Hello, mayor, commissioners, my name is Emma Kallaway. Nice to see you again. I am a registered lobbyist for Portland community college and I'm here to

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testify in support of the better housing by design. Pcc as you know is the largest education district in Oregon representing more than 68,000 students and although our goal is to move people out of poverty through pathways to education we know that affordability is the number one issue facing Oregon families especially in the Portland region. Innovative ideas like better housing by design are key components to closing what we believe is the achievement gap that is predominantly driven by housing and affordability. A national study that included Oregon found that 13 to 18% of community college students are homeless and 44% are on the precipice or housing insecure. As housing prices continue to rise our students are moving further away from investments we've made in education. The average student is commuting 60 to 90 minutes to get to their local community college meaning the community college is not in fact in their community any longer and programs like better housing by design is meant to solve some of those issues. Beyond the value that this will bring to our city we hope Portland community college we may be partners with you in building affordable housing in coming years and we look forward to the ability to think creatively the way that better housing by design may give us that ability. Thank you very much for being part of the solution.

Wheeler: Thanks for the proposed partnership. We appreciate it.

Hardesty: What data do you have that shows housing is the reason for the achievement gap?

Kallaway: Predominantly the survey done out of Wisconsin hope lab that really talks about housing being one of the number one barriers to completion. Although we're getting students into our classrooms their ability to stay and get to graduation is driven by housing and food insecurities.

Hardesty: I think that's a slippery slope to assume based on a Wisconsin study that that would be true here in Oregon. That caught my attention because I know achievement gap is caused by a whole lot of reasons and you're attributing it to lack of affordable housing.

Kallaway: Thank you, commissioner. That study did include Oregon data and in January we'll have campus specific data from that same center. I think I should share that with you. I absolutely believe and understand what you're saying that it's a complex issue and we shouldn't attribute it to one factor.

Wheeler: Thanks for your testimony. Good afternoon.

Greg Theisen: Good afternoon, mayor, commissioners. Thank you. Hopefully you'll have my testimony as I speak. My name is Greg Theisen, I'm co-chair of the northwest district association planning committee I'm here on behalf of the northwest district association and the nwda appreciates the recommended draft recognition as historic preservation should be reflected in the scale of development, allowance and historic preservation particularly by rearranging the zoning map in the alphabet historic district and by reducing the base far in the largest scale rm4 zone. In particular I'm here to speak in support of amendment 5 as offered by commissioner Fritz. That is to request the removal of the allowance in historic districts for 100 foot tall buildings within 1,000 feet of a transit station. This applies to a very small area within the northwest historic district, in particular areas surround the cultural and religious institutions around northwest davis and everett and 16th, 17th and 18th. I would point out as has already been pointed out that original planning bureau staff proposal excluded historic districts from the 100 foot allowance to prevent heights not compatible with historic context and that's largely what we're about here. Allowing 100 foot tall buildings does not reflect the recommended drafts intention to calibration development allowances to the scale to historic districts. Since none of the landmark are contributing to historic buildings in the area effective on more than five story tall, ten stories buildings would be unlikely to be approved by the historic landmarks commission or yourselves using the compatibility design guidelines adopted by city council. This is really a small request, a minor change in context of the entire recommended draft and city-wide zoning

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impact but would have a huge effect on a few architecturally significant lots like historic churches and apartment buildings. This next final point I want to make is a bit complicated for me and I've been in the business for a long time, but I want to take a minute to draw your attention to it, what we are understanding the more we looked at this is that under the recommended draft 100 foot tall buildings may have no affordable units if less than 20 units are affordable units are built off site. Currently that would mean that 15% of units affordable at 80%, 8% of units at 60%. Beginning in 2021 that would change as you see on the handout I gave you. Under default rm4 zone, 75 foot tall buildings in this area must have 50 units on site affordable at 60% of median family income. That's what the current zoning would allow. That's my testimony. Thank you for your time.

Eudaly: Do you happen to know what the current height restriction is?

Theisen: I don't off the top of my head, commissioner eudaly. Maybe bill can clarify some of this.

Eudaly: I'll add that to my growing list of questions.

Fritz: I didn't understand that last point can you restate it.

Theisen: Commissioner Fritz, thank you. So the recommended draft says that in this area they are changing the allowance in this area to allow buildings of 100 feet tall. Within that allowance as written no affordable units would be required if less than 20 total units.

Eudaly: That's just our standard iz policy.

Theisen: Correct. Under the default rm4 zone 75 foot tall buildings must have 50% of units on site affordable at 60% of median family income and that is the zoning on these sites now.

Wheeler: So this is going to be a question we'll have to ask staff because in their notes they have further confused me by saying this is an existing height allowance that currently applies in the rh zone areas mapped 4-1 far and these areas are being rm4 zoning as part of the recommended draft. I'm not clear on why an amendment would be needed but we don't need to sort that out now. I wanted to flag a question we need to ask here.

Theisen: It's great we elevated that question.

Eudaly: That was why I asked. In some instances the height allowance currently is actually higher than -- what you're recommending and we haven't seen I think 100 feet would be closer to nine story building having seen development with those allowances, so something to get clarified from staff.

Theisen: There are opportunity sites here and it's important we be conscious of that. Parking lots.

Wheeler: Thanks for your testimony. Good discussion.

JoZell Johnson: Hi, my name is JoZell Johnson also from the northwest district association. I would like to speak in support of the major code amendment number 3 which talks to disallowing development bonuses on far transfers from being used on sites that are actually demolishing historic or contributing buildings. I think a simple thing is we adopt want to incentivize demolition of historic buildings based on bonuses that they can receive. I want to be real clear, as my colleague just mentioned, parking lots, infill buildings, buildings that are not historic we very much are supportive of review for development. I provided handout that gives you an idea that does give an example of an excellent infill project that is great for the neighborhood and actually demolishes a 1970s building as opposed to the second one which is next to a parking lot which would demolish an existing triplex. This would again incentivize the demolition of an historic contributing building which is also currently affordable housing by its historic right. So I think what we're looking there is to ensure that we have clear direction on where we want to focus the development. Mayor wheeler, you asked why we need this and what was different than the exact what we have. We have actually seen advertisements to non-Oregon especially non-Portland developers that basically say you can buy your way out of the affordable housing. You can

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raise these and it's not until the developers perhaps by their lack of due diligence have bought the property and realized that it's a can of worms compared to what they thought. So actually this amendment gives up front what are the rules of the game. It's not something that they are discovering midway into the project and being then bringing it into council and fighting it through the demolition reviews because of the investments they have made. So that clarity up front really sets a level playing field of what they can expect moving forward.

Wheeler: Right. For me it's the balance. On one hand I don't want to tie our hands when there's an historic structure which is really a dump that probably should be replaced by better housing, it's more modern and up to standards, and make it basically difficult or disincentivize that kind of development while we also want to protect those important contributing historic resources. I believe there's already a process in place to protect those. So my question is, is it worth it for us to put at risk the redevelopment opportunities where it's appropriate for redevelopment in exchange for controls that in my opinion may be redundant when it's contributing historic assets.

Johnson: If there was as you mentioned and I know there are a few dumps out there. Wouldn't they actually be coming to you as city council to ask that support, that we would then be able to support them through the process? Rather than having them have to actually fight a demolition review, why not have them come up front and ask for that.

Wheeler: Right. Really it's just -- there may not be --

Johnson: I think the issue that I have is not local. It's not even in some cases -- it's international. How do we make sure that that's consistent and not being on a flyer that they are given that says you can do this.

Wheeler: Good. I have a feeling this will be a discussion later. Thank you for your contributions. Thank you. Next three, please. You sat down first you have to go first, welcome. Thanks for being here.

Jordan Winter: I'm Jordan Winter representing winkler development corporation I'm here to support better housing by design particularly the objective of diverse and affordability. In council work session one commissioner asked whether developers would use better housing by design -- density bonuses for inclusionary housing to build more inclusionary housing. I'm here to say with one caveat, that's precisely our intention that one site in southwest Portland we have a project that we put on hold when mandatory inclusionary housing was introduced because it economically didn't work the cost of running inclusionary housing. I think with the bonuses at the site, rm2 nrxt to Gabriel park and the southwest community center with the bonuses we would be able to build a work force housing project inclusionary housing at 60% ami and about 100 people would live there plus or minus. The site is not within 1500 feet of frequent service transit so if it's adopted we couldn't proceed at all. I think the alternative to developing an apartment on the site with the burden of inclusionary housing but no density bonus would be probably high end townhomes or lower density form of development.

Wheeler: Thank you.

Winter: Better housing by design is unusual in that it doesn't provide for height bonuses to go with the density bonuses and a lot of locations in Portland particularly complicated ones, regular ones, much as common in southwest Portland including our site, you can't use the full density bonus without additional height and without the density bonus offset the cost of inclusionary housing you can't do the development necessarily. I would encourage you to look at a height bonus for providing inclusionary housing maybe limited to complicated sites or slopes where you would otherwise not achieve the intended density because of the complications at the location. Portland has something called, a discretionary review, I think an adjustment review that would allow one-off changes to height to get around a situation where you cannot otherwise use the bonus by providing

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extra height. The challenge that is because it's discretionary and it's not clear and objective criteria you take this cost to develop a proposal to the level it can be considered for an adjustment and you don't know if you'll succeed so I think a lot of developers including ourselves wouldn't develop to a situation where we would be asking for an adjustment. It's got to be clear in the code up front to take the risk of developing plans, et cetera, at that point. There's a real connection between how difficult it can be in some situations to get approval to develop housing and housing affordability in Portland. I point to a big industry conference I was at last night where.

Wheeler: Thank you. Made a lot of good points. Appreciate it. Good afternoon.

Hope Beraka: Thank you, my name is Hope Beraka, a real estate professional. I work primarily in the urban core in Portland. Over all I want to express my support. I'm excited to see such a strong coalition for better housing by design. I do believe it's a great opportunity to provide more housing options and discourage displacement. However, I think we have an oversight here and I think there's still time to correct it. In September Bureau of Planning and Zoning publish a paper titled historical context and racist planning. I believe the report explicitly laid out the history and ways in which zoning and planning have been used as a weapon to disenfranchise and displace, and while we're making these massive changes which are so needed and so welcome from my perspective we have an opportunity, we have the research and educated professionals to provide context and community members who would I'm sure beg to have a seat at the table to talk about how the zoning changes can encourage more parts of our community to thrive under planning and zoning. So I would like to ask if the city council would make a commitment to taking a look at that paper and using it frankly as a test to review the better housing by design and specifically the amendments. What I want to speak to you specifically with regard to the amendments being reviewed today is the question really how are we potentially codifying this history of racist zoning. For example, with items amendments numbers 3, 4 and 5. Are we doing more to establish to the people of Portland, people that are suffering under our current housing crisis, and prioritizing buildings, prioritizing affluent and historically advantaged communities? I really beg you to take a moment and search yourself so 50 years from now we're not reading a paper about how we failed now.

Wheeler: Commissioner Eudaly. I'm sorry if you're not done.

Eudaly: That seemed like the finale.

Beraka: I can always keep talking.

Eudaly: Me too. I want to assure you those concerns are really central I think for all of us, and part of the inherent goals of better housing by design and more importantly the upcoming rip because this only applies to multi-dwelling zoning code. Next we get to single family zoning, and that is the real arena where we have created segregated city through public policy.

Beraka: I cannot wait to see you all take that on, but to the point that the gentleman in the purple shirt said earlier about East Moreland and Laurelhurst for example, I was a nine year resident of Laurelhurst and love that neighborhood, are in very close proximity to Max and there are opportunities there and transit bus and proximity to services in downtown. There are opportunities there within the better housing by design that I do think that would be an oversight to not again use our history as a city, as a context, a scaffolding with which to have that conversation. How can we broaden opportunity. If I might I just want to say as a real estate professional that I'm so excited about amendments 1 and 2, and also Sros. That's that.

Wheeler: Thank you, appreciate it.

Hardesty: Thank you so much for your testimony. I believe that we have scheduled to hear the report on housing policy and its discriminatory history in Oregon. Mayor, can you confirm that? I remember asking that at another work session.

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Wheeler: the answer is yes I can confirm that. I can't tell you the date.

Hardesty: It's unfortunate that we're moving ahead on housing policy without that grounding for all of us. Right? Because it's a dark history that we continue to repeat, and it's unfortunate that this isn't under that context, but I have read it. I'm aware of the history and I'm pretty sure my colleagues are as well, and I hope that that does inform our vote whenever we get to vote on this. Thank you.

Wheeler: Commissioner Fritz.

Fritz: I have a question for you. Your property is actually on Vermont?

Winter: It's across the street from the southwest community center, so a block off Vermont. I think there's a convenience store and our property. There's currently a house there.

Fritz: Got it. The point of the amendment was trying to get to we don't want 100 people driving because they can't get to transit. Maybe I'll be able to amend my amendment to address the issue.

Eudaly: Do you know roughly how many feet that property is from frequent transit?

Winter: It's not close to 1500. In southwest Portland I think there are two big roads considered frequent transit service.

Eudaly: A mile?

Winter: Half a mile. Just guessing.

Eudaly: 1500 is close to half a mile.

Wheeler: Good afternoon.

Tamara DeRidder: Good afternoon. I'm Tamara DeRidder, I'm here to testify as an individual even though I'm the chair for Rose City Park neighborhood association, I'm also the principal for TDR and Associates land use. I want to begin by stating that there needs to be enhanced air quality filtration systems or other pollution mitigation that are needed for the multifamily units in the multidwelling zones. This is a key element that was overlooked in the formative creation of this document, and section 2, fail to include sections of the comprehensive plan that require this type of vigilance. Outside impacts is 4.33 limit and mitigate public health impacts such as odor, noise, glare, light pollution, air pollutants and vibration that public facilities, land uses, blah, blah, blah have on the residential site. Pay particular attention to limiting and mitigating the impacts to underserved and underrepresented communities. Noise impacts, that is also a key and one thing that you'll find is that all of the or the majority of the multifamily is along corridors and freeways that present the biggest influx of diesel emissions, and so what we're doing is polluting the highest density and the most vulnerable. Our Oregon land use system is impaired because it does not deal with air quality, it defers everything to DEQ. I identified this as an issue to the planning and sustainability commission in 2011 and said we have the zoning backwards. We should have the low density residential next to the highest travel corridors but we don't. They said, well, we need to mitigate it then. We're not going to reverse our plan. So here is the opportunity to mitigate. Right now in the Rose City Park neighborhood area you can see that of course I-84 is a major regional truck way for freight, priority truck streets include Sandy and then major truck streets that are like Cully. There you have the residential shown in purple that is being rezoned and the darker yellow tan. All of those areas will be high density residential that's in part of this plan. But again, those areas are conflicted with freight travel movements. Then we have -- can I keep going?

Fish: Any more slides?

DeRidder: Three more.

Fish: If you get the extra time could you also email this to us because this would be helpful?

Wheeler: Can you say a couple of sentences about each? We have a ton of people.

DeRidder: Yes. This shows the diesel emissions over a 24 hour period impacting the area. It comes from this map that shows all of that for the metro area. This is the five elements

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study that shows all the diesel impact in the Portland metro area which was actually the third worst in the world when we had the fires down in the gorge last year. I just am wanting us to make sure we take care of those that are in these high density residential properties because they need a place of sanctuary where they can breathe. Thank you.

Wheeler: Thanks for your testimony.

Fish: Since you're her ms. DeRidder, can I just say that those of us who follow you on social media are heartened by the progress you're making with your health challenges. Keep up the good fight.

DeRidder: Thank you. I got a clean bill of health from lymphoma after eight months of treatment. Going to keep it up.

Fish: Great news. [applause]

Wheeler: Thanks all three. That completes if I have my notes correct the people who signed up last month. We're on to today. How many people have signed up for today?

Moore-Love: I would say 35.

Wheeler: Just I want to confirm with legal counsel testimony needs to be narrowly tailored to the amendments?

King: No.

Wheeler: Forget everything I just said in the last 25 seconds. We'll take the first three. Good afternoon. Welcome. Can we start with you, please?

Anna Kemper: Great. Hello. Good afternoon commissioners and mayor Wheeler. My name is Anna Kemper and I'm here on behalf of sunrise pdx. We're a growing movement of young people worried about climate change and invested in creating a just and sustainable future, thank you for your time this afternoon and your work so far on this issue. I'm 23, I was born and raised in Portland and this is the first time I testified at city hall. I was motivated to testify today because I will be 34 years old when my climate fate is sealed, 11 years from today. The ipcc stated we must have radically transformed our societies and economies within 11 years to prevent the worst impacts of the climate crisis. I sit in front of you today terrified at what my future holds because I don't see those in power taking seriously the threat our planet is facing. Consumer estimates show that by 2050 1 billion people will be displaced by climate change, rising sea levels and raging wildfires threaten cities across the globe. We are already seeing thousands of folks making their way from central America seeking asylum at the u.s. Mexico boarder due to their homes becoming inhabitable due to climate change. The challenges we face due to the current and future impacts of climate change also bring new opportunities to create dense, walkable, livable spaces for anyone to enjoy. I'm here because it must be understood housing policy is climate policy. Even if everyone were to transition to electric cars, attached homes and contribute significantly less emissions that detached homes do, dense housing in walkable or transit accessible neighborhoods means less carbon in our daily commute. Every six story building in an urban transit connected neighborhood represents the opportunity for dozens of Portlanders to live a lower carbon life instead of being priced out of it. Please give me and my generation this opportunity. I urge you to support the passage of better housing by design proposal with the modifications that you've seen recommended by Portlands neighbors welcome, Portlanders for parking reform and numerous environmental justice and housing justice groups who provided testimony. I'm 23. I'm no expert in housing policy. I don't know the ins and outs of zoning code or housing jargon however myself and my peers and my generation are keenly familiar with our rising rents and rising oceans. At this moment in time you have the opportunity and frankly a responsibility to take a bold stance and approve zoning codes which work for the city and create safe, livable spaces for those wanting to live there. Refusing to take a strong stance will have a devastating impact on my and my peers' lives. We have an ever shortening period of time in which we can be proactive about the future

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and I demand you take action to mitigate the impending impacts of climate change. My fate is in your hands to demonstrate leadership in these housing and transportation reforms in accordance with the crisis we face. These are the demands of sunrise pdx a powerful and growing movement of young people taking action to demand justice for our future. Please pass the recommended changes to the better housing by design proposal. We'll be watching.

Wheeler: Thank you, commissioner Fritz.

Fritz: Thank you so much. I share your extreme concern about the crisis. So I want to -- I know you're not an expert. I would like your opinion as someone who is passionate about climate change. We just heard about a proposed development of 100 units and I just looked it up and it's 1.4 miles from a frequent transit service. Do you think we should have the code say that it's okay to put people so far from transit that they are -- not a sidewalk either.

Kemper: Great question. I'm also speaking and paying close attention to what's going on with metro and the proposal happening, the bond measure we passed in 2020. I think we can't talk about housing policy, we're not talking about transportation policy as well. I don't have a great answer. We need to be creating more accessible transit options while creating dense housing and I think those go hand in hand.

Eudaly: Good answer.

Wheeler: A-plus. Good afternoon.

Christe White: Good afternoon. I'm Christe White representing Oregon smart growth and local developers that comprise that group. I'm here to testify against amendments 3, 4 and 5 proposed amendment 3 would take away the far bonuses and far transfers for sites with a demo of an historic building in the past ten years. First this runs afoul of the recently titled bonus and transfer system that encourages affordable housing and seismic upgrades through well considered bonus system. The bonus is not just a give me, it was a fundamental offset allowing those properties to actually develop the number of affordable units that are envisioned by the city. Secondly this amendment would then be an increased burden to realizing that density and those objectives on certain sites by removing the necessary offsets. I think most importantly and responsive to the earlier conversation we have a really rigorous demolition review process for those landmarks. The city council has to decide on the merits that that landmark deserves to come down for whatever reason, and once you make that decision why further punish the site and your own public policy objectives by not allowing the bonus and transfer system that incentivizes both seismic upgrades and affordable units. In response to earlier testimony the concern about this creating an economic situation that would eventually incentivize demolition, economic arguments are not part of demolition review. I couldn't get in front of you and say it's too expensive so can I pull it down? That argument doesn't work in that review process. Proposed amendment 4 which is the 1500 foot walking distance no far bonuses or far transfers, again I would say this runs afoul of the new bonus system and it says if you're 20 or more units you don't get the ih bonus that is otherwise the necessary offset simply because you're not within 1500 feet of a transit station. So, this means, we will have no affordable housing, 2,000 feet from a transit station, 2,500 feet, and the more units you build further from the transit stations, the transit patterns change. So consistent with your awesome response, the idea is transit will follow density, if we don't get it there first, and affordable housing units are the most important almost of that, on the 100-foot building height, this is already to be clear in an existing height allowance. I will concede not many of these buildings get built at 100 feet but it is an existing height allowance, and I would say in response to the compatible concern, it seems the main concern in that amendment is that you cannot be compatible with the adjacent historic resource tha may be three, four, or five smaller, I don't accept that. I think density and historic preservation are not

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incompatible design concepts, the worlds oldest cities are replete with examples of well designed density, and I have a lot more faith in the design professionals in this city that can handle that challenge. What we cannot handle is a loss of entitlements and undermining of our carefully considered program, thank you.

Wheeler: Commissioner Fish.

Fish: We have an email earlier this week from amy ruiz, so that was the testimony, and.

White: She sent in a letter, so,

Fish: And did you have a view of the amendment number six?

White: Is this the -- yes, I do.

Fish: Could you share that with us?

White: I will share it, amendment number six is that large sites adding the indoor common area element. I can tell you we are having a hard time trying to accommodate the space on the sites for the outdoor common area, and to then create a greater challenge of indoor common area, which would replace and probably have a suggested bike parking and adding additional units is unnecessary, especially when some of these buildings are close to public parks, where you could otherwise convene and commune in an outdoor environment, so we are very much not supportive of this additional requirement that takes away floor area for space that would be not necessarily utilized to the highest and best purpose.

Wheeler: Commissioner Fritz.

Fritz: A clarification. The indoor space would be part of the indoor total?

White: Sorry, I missed it.

Fritz: In addition?

White: It would be indoor area. Which could be dedicated to other indoor pursuits like affordable housing units or other amenities for that building. So this is the complication, and I've been working on a couple of projects where we are having a real challenge trying to accommodate the outdoor areas, as well.

Fritz: That's what I am saying, you would have to have less outdoor space.

White: Exactly, but to the injury of the indoor space -- it shifts the challenge. It does not ameliorate it.

Wheeler: Thank you. Appreciate it. Good afternoon.

Madeline Kovacs: Good afternoon. Mr. Mayor, commissioners, my name is Madeline Kovacs and I a resident of north Portland, I am also here today as a member of Portland neighbor's welcome, a grassroots group that supports the policies that can deliver an abundant supply of homes that are affordable to rent or buy at every income level and every household size, and that can ensure that all tenants can live without fear of eviction or displacement. On October 29th, the "new york times" published this headline. Rising fees will erase more cities by 2050, new research shows, now is not the time to be timid about advancing better planning for our cities. We need to ground our thinking and education about our shared history but move forward while moving forward rapidly enough to save the planet. I believe that we can do both those things at once. It is mandatory that Portland adopt the forms that will make the city more affordable, more connected, more energy efficient and more just. Better housing by design has taken leadership on both housing and zoning in ways that should serve as a model for other reforms too. The project has successfully prioritized competitive advantage for regularly affordable homes while also upgrading the base zones to provide more diverse housing types across the board. The project takes climate change seriously by reducing or eliminating minimum parking requirements with the focus on affordable housing, has steadily increased the bonuses for regular affordable housing and now expands to 50% above baseline allowances, and created a transfer of development rights that help to preserve existing affordable housing without losing housing capacity over all. Pertaining to the

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amendments, I support amendment 1a to allow affordable home ownership projects to access the deeper affordability bonus, and I also support -- I think it's amendment two, that would allow affordable housing projects wherever they are in the city to access the deeper bonuses, as well. I encourage you to go further and allow full affordable housing bonuses in all better housing zones, we need to expand the transit, frequent transit access citywide for people who need it most, not cut back on affordable housing. The provision of future transit, both routes and frequency, bike routes pedestrian improvements are achieved more quickly with sufficient density. Lastly, please listen to the nonprofit affordable housing providers that have testified and vote no on amendment 6. As written the amendment would have the unintended consequence of decreasing the homes in most cases, and you just heard the design problems. Lastly, I support the motion to add an amendment legalizing single room occupancy units buildings by right in the rm1 zone.

Wheeler: Thank you. Next three, please.

Sarah Iannarone: Good afternoon, I would have been here last time but I was on the best practices trip in the u.k. in Denmark where there are multi-family neighborhoods all over the place and single family housing doesn't really exist. So -- I am Sarah Iannarone and I am here -- I am a resident of mt. Scott, Arleta neighborhood I'm land use and transportation chair, but I am here on behalf of Sarah for the Portland mayor campaign. Over two years ago we sat down at the rosewood initiative with Bill Cunningham and the folks in this room who have done an amazing job convening robust conversation around this initiative, we thought about this even beforehand even you were working on the mixed use zones project, and what we understood was the neighbors in Portland who were committed to affordable housing were interested in seeing the types of things that initially came out of this, which I think were grander than today. One of the issues we are facing even as we have a world class planning bureau, invasions like scale-based zoning, rethinking in terms of the anti-displacement in our policies is this equivocation when it comes to what I will very frankly call nimbe-ism because there is not other way to talk about the fact that there is some people with access to the levers of power and shaping how our city will turn out in the future and people who have not had those. And so what we need to think about, I think, is exactly what the realtor earlier said, which is we need to see this not as the least we can do but the most that we can do, and I appreciate your amendments mayor Wheeler, I think that they are quite good so I want to echo that this has been a great opportunity for us as a community to coalesce and build new organizations including new affordable housing organizations, working with anti-displacement organizations, working with tenant organizations and working with the neighborhoods who come to the table for years and years and years. Not once this has come up and these are certain things that are proposed but who have been thinking carefully about our more sustainability future. So I support the bhd proposal and I wanted us to create more housing options for households of all ages, sizes and income levels, and I support the amendment to waive parking requirements and thank you for your hard work on that, Tony Jordan, and I also oppose amendments to make housing less abundant and less affordable. I strongly support amendment number two, I oppose amendment three, I oppose amendment four, I oppose amendment five, I oppose amendment six and I support the addition of the m1, I support the addition of m2, but oppose strongly m3. I have to go now because I am late for another thing but thank you very much for listening to the testimony.

Wheeler: Good afternoon.

David Binnig: I am David Binnig, and I am also here to voice my support for the general direction of better housing by design but in particular, to strongly endorse the amendment two, removing the parking requirements for the projects that include affordable housing. I should say that first, sorry, my mic seems unreliable.

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Wheeler: They are weird, you have to slide them like six inches away.

Binnig: For city that prides itself on its response to climate change, its beyond perverse that we continue to mandate car storage in new homes, that would be a change worth making if only to avoid that embarrassing hypocrisy, but what's much more important is the impact on affordability. Parking space is inherently both expensive in the direct cost of tens of thousands of dollars for a structured stall, but also in the physical space that's being redirected to cars instead of homes. As we heard earlier that's a problem because it shapes the kind of homes that are being built. Requiring apartments to come with the expensive add-on of a space means we are a larger number of affordable homes, might have been feasible but we get a smaller number of luxurious units. Mandating that homes come with the luxury of a parking space and affect means banning the most affordable kinds of homes, and this amendment would not prohibit parking in new projects, it would just stop forcing that luxury on people who are not demanding it. Our current rules, based, based on transit access, tying those long-term building investments to the sometimes fluctuating bus service of the city of Portland, which creates a patchwork map that undermines the density would make the transit work better. So I would advocate instead that we should remove those residential parking requirements throughout the city. The usual response, I know to all of this is that whatever good intentions people still drive, they still need a place to put their cars. That is, I think, a self fulfilling prophecy. When we build the city to make it easy to use a car, insulate drivers like replies from the cost of our choices and push affordable homes to outlying areas where walking is dangerous, it should not be a surprise that people keep driving. So we should be building the city that we want in Portland to be rather than perpetuating that cycle of the car dependency. For related reasons since I have got time I would echo the proposal others have made for a new amendment to allow occupancy buildings by right in the rm1 zone, and housing affordability is our city's most urgent challenge and the least we can do is to stop blocking the most affordable kinds of homes. I will say that just in the bigger picture when we talk about compatible use, historic character, about connection to a neighborhood, all those things, maybe legitimate concerns, but I would keep in mind that whenever we formulate these rules, that do limit the number of homes, we are literally talking about how many people to shut out of the neighborhoods and how many people to shut out of our city. That's a really heavy moral responsible of that, and I hope the council keeps in mind in making this decision.

Wheeler: Perfect timing. About as good as it gets. Commissioner hardesty.

Hardesty: Thank you. How do we prevent people building sros and charging \$1500, \$2,000, \$2,500 for a room?

Binnig: I think that's a great question that I am not qualified to answer. Although, I think that one of the bigger answers to that is what are the alternatives that we're getting? If we are -- if we are building more smaller units, what would be doing if not that? I think the history is single occupancy has been an affordable choice because in some ways it's inherently less desirable to people. That's a trade off you have a smaller space that has fewer amenities.

Hardesty: 300 square foot studios today that are on the market for \$2,500. I personally don't want to live in a 300 square foot, right, but I don't suspect that a sro would be much smaller than 300 square feet. I appreciate the fact that you don't know the answer, but that's the thing that comes to my mind. We can't stop people from renting their bedrooms out for an exorbitant amount of money.

Binnig: Right.

Hardesty: And if it's not being billed as affordable housing, that means it's market rate housing, and it will try to squeeze as many pennies as can possibly do.

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Binnig: With respect I think the market will squeeze more pennies out the of the sprawling single family homes we have right now.

Hardesty: I appreciate that and I'm not saying sprawling single family homes, but you're the fourth or fifth person to talk about sros so I am curious, and people have said not affordable just mark rate. Market rate scares me on sros I will say, thank you.

Wheeler: Thank you very much. Good afternoon.

Vicki Stryha: Good afternoon, my name is Vicki Stryha, I live in northwest Portland in the alphabet district, and I serve on the board of nwda and presenting testimony on the neighborhood association's behalf along with earlier you heard testimony from other nwda members in support of the proposed zone changes and multi-family zones in the neighborhood and proposed amendments 3, 5, and m3. And some of those amendments are really specific to the alphabet district and don't apply to other historic districts so please keep that in mind. I wanted to provide some background on the alphabet district because it can be mischaracterized as affluent and not sensitive to people with lower incomes. That's not true, and if you looked around, there were many of us with ardent voices like the other people you heard today that we are fighting for preserving housing in the alphabet district and turning that area around for the very purpose of saving buildings and maintaining affordable housing there, and a lot of the housing established there continues today. Many, many owners and residents banded together and that, also, kind of helps to form the foundation of the neighborhood associations. Today the alphabet district serves to preserve a slice of Portland's history and accommodates households with a mix of income levels, and many lower income levels and I have to say that I worked 40 years in the affordable housing field, and have worked on homelessness and other things, and I think that it's important to really look at what we're doing when we are zoning some place to protect people in affordable housing. So the alphabet district is very dense with a population density of five times higher than the city as a whole, it's a really dense area, and the historic district is not affluent enclave but median household income is 23.5% lower than the city as a whole, and if you compare that to a pearl district to the east where they have a median income of 31% higher, even though they integrated affordable housing and there is some low income housing there. This is partly due to the amount of home forward housing and nonprofit housing in the district, and if you look at maps that show where the section 8 certificates are concentrated we have a large concentration of section 8 and a lot of those are in the older buildings. Also the northwest district of which the alphabet district is part has had more development in it than any other neighborhood in Portland. So there was an Oregonian article that came out in 2018, august 2018 that showed we 3,000 units constructed in eight years from 2010 to 2018 and that was like considerable more than any other neighborhood, so there is a lot of opportunity for development, the alphabet district is mostly built out, and we want to preserve the housing mix that we have there with a good portion of affordable units, and I want to say that I serve on the planning committee, the land use committee for our neighborhood association, we see proposals come in, such as one that came in recently where there was an older home that had 14 units, that rented for 500 a month, and that was going to be demolished, and redeveloped where the most affordable unit would be renting at 1300 a month and be is a basement unit that's very small. In my mind, as a person who advocated for affordable housing and discouraging homelessness, that's it in the making when you destroy something like that to creating some more expensive.

Wheeler: Thank you, appreciate your testimony. Thanks both of you, next three.

Tony Jordan: Good afternoon, my name is Tony Jordan, I am the founder of Portland parking reform on the steering committee of Portland neighbors welcome. Thank you for making bhd better. Some of the amendments offered will encourage more development that includes more regulated affordable housing. As Portlander parking reform founder I

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am most excited about amendment 2 which will ensure the building never has to forego space for more homes in the service of storing more cars. There have been a number of projects in the last few years, two of a trio of apartments in sellwood, a couple of years ago and a proposed building in the sunshine dairy which have been just a few dozen feet from the transit proximity threshold, and as a result those developments have had to either pursue costly exemptions, workarounds, or build expensive parking that invites more cars into our city with all the problems that those cars bring. With amendment 2 as part of this, the onus will now be on the developer to defend their choice to build parking instead of affordable housing to transportation and housing advocates on every new project. Thank you for proposing that amendment. I am in agreement with the submitted testimony from metro, the Oregon environmental council, habitat for humanity, catholic charities, Portland neighbors welcome, 1,000 friends of Oregon and dozens of individuals and their support for amendments one and two. Similarly I agree with many but not all of those groups and an individuals mentioned in the amendments 3-6. Others have spoken very eloquently about amendments 3-5 and the historic district and the impact so I will defer to their comments, but I did want to say, in regards to amendment 6, which I read a lot this weekend, to figure out what was going on, that they recommended draft, requires 50% of the common area can be satisfied by -- must be satisfied by outdoor space. I don't know if it's two amendments or one but the requirement to bump that up to 75% on outdoor space, I think, could make it more difficult for development on properties with difficult topology or strange shapes mentioned by the developers previously so I think that -- I am ambivalent personally about requiring the space to be indoors but I think that increasing the outdoor space requirement just reduces the flexibility for housing. In all I think this is a great step forward for our city and with amendments one and two better housing by design can get better. So thank you.

Wheeler: Thank you for your testimony. Good afternoon.

Sean Green: Thank you. I second everything tony said as someone who served on the parking centers and corridors task force. Mayor wheeler and commissioners, thank you for the opportunity to speak. My name is Sean Green, and I am the vice chair of the northeast coalition of neighborhoods where I serve as co-chair of the land use and transportation committee. We appreciate the efforts by the bureau of planning and sustainability, the planning and sustainability commission and city council to increase the housing options in our centers and corridors in support of the 2035 comprehensive plan. As affordability is the top land use priority we repeat the request to remove the parking minimums for all sites. We believe this change is essential to providing short-term and long-term affordability in the neighborhoods. In previous statements, they have taken a position that requiring a you an amenity spaces increases the cost of construction which reduces affordability. While we understand the rationale to require these spaces, the impacts on Affordability should be carefully considered. Thank you for the opportunity to speak.

Wheeler: Thank you.

Lyrin Murphy: Good afternoon and commissioners, my name is Lyrin Murphy, and I am here today to ask that you approve the map amendment m2 for the jacob h. Cook house located on southeast belmont in mount tabor. I am not sure if you have the handout, but on the second page you can see where that zone line, the back six feet of the houses is in the r5, the whole front of the property is in r2, by making the house sit in the r2 zone, that will give us flexibility to look into economically viable uses and stewardship of this historic property. We are currently speaking historic designation on a national and state level, and that paperwork has been submitted to ship.

Wheeler: Great, thank you. Commissioner hardesty.

Hardesty: Thank you. If you receive historic designation, will that limit your ability to use this property as a rental property, and what limits come with that historic designation?

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Murphy: Well, my hope is that it prevents someone from trying to deconstruct it at some point down the road, it protects the property. It's my understanding that there is legislative or an amendment coming through to all of you next year, and that will allow the retail sales and services to these historic structures, and not just blanket allow it but allow for the review of each individual property for the opportunity for the expanded reuses. I know that that is still being worked on, I don't think that anything is ready to be presented, but by having that historic designation, we would be able to allow to apply for additional uses. Right now our goal to have the space be a small event, community space and shared with the community.

Wheeler: Thank you all three for your testimony good afternoon.

Linda Nettekoven: Good afternoon, mayor and commissioner members, my name is Linda Nettekoven. I am strongly in support of the overall goals and intentions of better housing by design and very pleased with the kind of public involvement that went into shaping it. I think bill worked really hard and a lot of community members have worked hard and the product is good. In terms of the amendments, I wanted to -- I guess ask for help in terms of the amendment 3. I do think that something is needed, especially for the conservation district properties that staff mentioned in their commentary. Other people have spoken about the challenges that are faced by owners of historic properties and maintaining their use, perhaps, and keeping them upgraded and seismically strong. Obviously, very supportive of the tdrs seismically updates, but feel like there needs to be some way to make Sure that we are not tipping bonuses against buildings in the areas that have no kind of protection or right for, right to a conversation. I am asking that you come up with some sort of interim, if it's not this amendment, some interim agreement until you get your historic resources code out the door, which brandon has been working on very hard for some time, which is way overdo for any update in terms of the, in terms of how it meshes with the other goals that we are trying to accomplish in the city right now so especially those conservation districts like Albina, Mississippi, etc., will have an adequate opportunity to kind of talk through what makes sense in terms of the protection or preservation, and as well as bonus incentives. Not at all trying to discourage demolitions that make sense, not trying to discourage the building of additional housing in the historic districts. Amendment 4, and part of the hosford abernathy neighborhood, we meant to say that we have submitted is a letter already in terms of the amendment 3. Amendment 4, the development bonuses and transit, I am just saying please look at the maps carefully, and they have run into it again and again where there is transit access and a railroad track and a dead end road, and other kinds of barriers so please whatever stand you take in this regard make sure that the mapping is accurate and reflex what's really going on, on the ground so that we don't end up complicating things. I am in favor of a real conversation about the need for indoor common space, I know this is hard but I am listening to the same climate emergency conversation on the radio this morning and I am thinking, what do we do in the, when the summers get hotter and where do people have a chance to come together and understand each other and build connectivity and avoid isolation, so some how we need to work this out. Thank you for your time.

Wheeler: Thank you. Commissioner Fritz.

Fritz: Thank you for your testimony. When I first asked our staff to map the 1500 seat, they did as the crow flies, and then when we remapped it with 1500 feet walking distance, I think that we then captured the concern that you have of getting to that. What if there was an amendment that said except where there is a continuous sidewalk to frequent transit service?

Nettekoven: I am sorry, except when there is?

Fritz: That we would not allow density bonuses and far transfers except where it's not within 1500 walking feet of transit, except where there is a continuous sidewalk.

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Nettekoven: That seems to head in the right direction, I would have to think about it a little more carefully.

Fritz: I will have to ask staff about it more carefully.

Wheeler: Good afternoon.

Lawrence Kojaku: My name is Larry Kojaku from the architectural heritage center. I wanted to clarify a couple of questions that council asked earlier. About amendment 5, this visual aid was meant to indicate that the current regulation would apply to a 100-foot tall building. That would be the inclusionary housing citywide regulation. Under the RM4 zone for historic districts, to get to 75 feet, which would be the maximum, you would be required to have five times the inclusionary housing level. That's a fact, so 100-foot tall buildings, 10-story, we are not necessarily, would not result in affordable housing is the point of that. Another clarification is about amendment three, and whether the demolition disincentive is redundant or unnecessary because of the demolition review by the council. Previously, until this time, the historic districts have been excluded from most of the centers and bonuses and transfers, so they are applied to historic districts, and there will be, if you believe that the better housing by design incentives will be effective, there will be greater incentive for demolition. There will be because they apply citywide. So, that is why we believe that the disincentive is important. You would say well, the city council can make a decision case-by-case, does the city council really want to do that or can we say applying incentives to the demolition of landmarks and contributing historic buildings which, by the way, are not allowed to be designated if they are deteriorated. They are, they are the ones that have been ruled, judged to be historic and intact. That would be -- why would the council want to go through one-by-one and by the way, economic arguments are in the code, as a basis for the council's approval of the demolition. Thank you.

Wheeler: Thank you very much, appreciate it.

Daniel Solomon: Good afternoon. My name is Daniel Solomon, and I am a disabled section 8 renter in Goose Hollow. I support commissioner Fritz's amendment that will protect some of the most affordable housing in Kings Hill historic district. Many of Kings Hill historic buildings have three to six-story historic buildings with apartments one-half is the price per square foot in the newer buildings outside of there. Thank you, commissioner Fritz, for joining Goose Hollow in protecting the low income residents with the amendment that helps to save this affordable housing. At the last hearing on this topic, I testified the people have the wrong idea about the historic district because it is not a high income area. The medium household income for Kings Hill is more than 9% lower than the rest of Portland. The Alphabet historic district also has the lower medium household income than the rest of the city. It's incorrect to assume that these historic districts are about high income people. I want to remind you that Goose Hollow residents are 80% renters and half are low income. 21% of the neighbors are on food stamps, and 15% of Goose Hollow rentals are subsidized housing and all of our low income board members live in Kings Hill and the naturally occurring affordable housing of mid rise apartment buildings in old houses converted into apartments. Goose Hollow Foothill League joins the architectural heritage center Restore Oregon, and the Northwest District Association in asking you to support commissioner Fritz's amendments to the right size the zoning to RM3 for Kings Hill to reduce the incentives to demolish affordable housing in historic buildings to forbid the developers to transfer far when they demolish a building on the National Register and lower heights within 1,000 feet of MAX stations which touch part of Kings Hill and would cause demolition, increasing building heights for dwellings around MAX stations would de-incentivize people wanting to live near public transportation because of loss of livability. And when Goose Hollow asked me these things, we are asking you to protect the most affordable housing in the neighborhood.

Wheeler: Thank you.

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Daniel Solomon: You are welcome.

Wheeler: Thanks all three of you. Thanks, Linda. Next three, please, Karla.

Fish: Mrs. and Mrs. Solomon, that's a tough act to follow.

Sherry Solomon: Thank you. Thank you.

Wheeler: Government camp, and welcome.

Sherry Solomon: Good afternoon. We are the other two members in the Solomon family and I am Sherry Solomon, a board member of the Goose Hollow Foothills League, our neighborhood association, where Kings Hill Historic District is located. Goose Hollow is one of the densest neighborhoods in all of Oregon. We support Commissioner Fritz's amendments, which will help to save some of Goose Hollow's most affordable housing in King's Hill, mid-rise historic apartments. Which I might add we live in one of them. Goose Hollow is one of the densest neighborhoods in all of Oregon. Goose Hollow residents are 80% renters and half of those are low income. 21% of our neighbors are on food stamps and 15% of Goose Hollow rentals are subsidized housing, although it seems like lots of people think all of Kings Hill is predominantly wealthy, in fact, the median household income for Kings Hill Historic District is more than 9% lower than the rest of Portland. When we asked to right-size the zoning to RM3 on a small section of Kings Hill, and to restrict the up-zoning on the historic districts within 1,000 feet of a MAX station we are asking to protect some of our most affordable apartments and office spaces. Kings Hill Historic District is predominantly mid-rise apartments, and that contains our most affordable housing in Goose Hollow. We have studied rental rates to see how rents compare in different parts of Goose Hollow. We found that Kings Hill's oldest mid-rise is, three to four stories, apartment buildings have rents one-half across per square foot than other parts of the neighborhood. Especially when compared to newer apartments. All of Goose Hollow, all of Goose Hollow Leagues live on King's Hill and we know of many families who are raising the children in one-bedroom apartments in this area because of cheaper rents and good access to public transportation. Also, Lincoln High School, which is an outstanding high school. Goose Hollow supports subdividing King's Hill, big homes, and into as many apartments as possible, and putting historically appropriate ADUs in the backyard, some of those houses also can be used for SROs. Some of those people are you know, widows living in these houses.

Wheeler: You have 30 seconds.

Sherry Solomon: I have 30 seconds, so Goose Hollow supports subdividing the big historic homes into as many apartments as possible and putting historically appropriate ADUs in the backyard.

Steve Salomon: Steve Salomon, so we support have high density. We just don't want the big old houses and apartment buildings demolished. Commissioner Fritz's amend to right-size a very small section of King's Hill to RM3 is only a difference of 25 feet and height from RM4, but this will protect the most affordable housing by disincentivizing the commission. Commissioner Fritz's amendments prevent the 100-foot allowance within 1,000 feet of the MAX station protects several Kings Hill buildings for potential demolition, and is the same one in place with the high transit bus. The buildings were demolished it would cause the delisting of the entire district from the national register. We support Commissioner Fritz's amendment to prevent far transfers and bonuses, when a historic district's contributing building is demolished. This is the only logical way since there must be checks and balances to prevent such obvious efforts to circumvent the laws in this way and on the King's Hill Historic District was created in 1991, the zoning was never changed to match the district. So Commissioner Fritz's amendments, right-size the zoning. We want to know, we want to set the noble expectations for the developers. Developers are angry and confused when RM4 zone indicates that they can build to 100 feet, and they can only achieve that by demolishing a building and destroying

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a listing of an entire historic district. Commissioner Fritz's amendments set clear expectations that everyone understands up front, what is achievable. This will save the developers time and money, and commissioner Fritz's amendments also protect Portland's booming tourism economy. Most tourists pass through King's Hill on their way to the Rose Garden, the pink trolley passes through dozens of times a day. When Goose Hollow residents often spot tourists with maps as they are walking to the Rose Garden. They always linger in King's Hill and talk to residents about the historic building. This is part of the charm that draws millions of tourism dollars. Those charming old buildings hold most affordable housing so that we are saving for many reasons. Goose Hollow is booming with development. We have 1600 units, recently built into apartments. This development more than offsets the various reductions in zoning from Commissioner Fritz's amendments. We hope you will join Commissioner Fritz in voting for these three amendments to protect the most affordable housing in Goose Hollow.

Wheeler: Thank you. That was perfect timing, look at that. Thank you both. Good afternoon.

Robin Laakso: Hi. My name is Robin Laakso I am a native Oregonian, and as a young person lived in apartments and houses all over Northwest Portland. In addition I have owned a condominium in the four unit Porter Brigham home, a primary contributing building since 1988. Built in 1884, it is a San Francisco style grand Victorian Italian located between Northwest 18th and 19th Avenue, and Everett and Davis Streets and the State of Oregon celebrated its 25th anniversary when our building came to be 135 years ago. I support compatible zoning, however I do not believe that the proposed RM4 zone south of Northwest Glisan and Hoyt is compatible with the area. I think the smaller scale RM3 zone should apply to the entire Alphabet Historic District. A historic district is ruined forever simply by overcrowding and adding taller and larger scale building. Our beautiful neighborhood is currently under assault by expensive, unimaginable, cookie cutter atrocities, and that's baffling all by itself, and allow bigger and taller and the neighborhood would become unrecognizable and the historic nature destroyed. The proposal states that 100-foot tall buildings should be allowed within 1,000 feet of MAX stations in historic districts but they should not be allowed within 1,000 feet of streets with frequent bus service. That's, obviously, perplexing but more in an that, completely and outrageously incompatible with the historic area, including zero continuity with the established patterns. Our 135-year-old Porter Brigham home is one example of the many historic casualties that would occur if such an assault on the neighborhood were to happen. This proposal, basically, encourages the demolition of older buildings in historic districts, which would certainly be the case metaphorically to our building, should the 100-foot tall building clause be sanctioned. I believe it is a grave mistake to consider building in the Alphabet Historic District in the context of other neighborhoods and in downtown Portland. This neighborhood should be preserved, honored and if anything, should always be given special care, zoning rules do not be overdeveloped. To suggest losing views of the sky, dwarfing historic buildings and utterly is destroying the ambience of the neighborhood because it is fair and equitable, would be tragically short siding and cowardly. And now, more than ever, it takes strength and courage to say no to overdevelopment, to say no to overcrowding, to say no to the influence and decision-makers who don't care. I hope that you are able to think about provisions in this proposal in the opposite direction. Instead of pondering what to build and how high, think about how best to preserve the Alphabet Historic District because it is the right thing to do now, for the soul and the future of this uniquely Portland neighborhood where the city began as well as for the character and the thoughtful legacy of the city as a whole. I support major code amendments three, four, five, and six.

Wheeler: Thank you.

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Laakso: Sponsored by our angel Commissioner Fritz.

Sherry Solomon: I second that. She's an angel.

Fritz: I passed ballot measures and I am elevated to an angel. It's a good day.

Laakso: I just have one other thing to say, and that is I don't understand why you would listen seriously to a realtor when it comes to developing housing.

Wheeler: We hear all voices.

Laakso: I know you do but.

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

Jim Gorter: I will. My name is Jim Gorter, a resident of southwest Portland. I have come with a big ask today. If you are really serious about this displacement, do not move ahead with better housing by design or the residential infill projects until the added displacement action plan is completed and implemented. While bps describes it as the north star of the housing opportunity initiative, it appears to have been pulled together late in the game. With a timeline for completion after bhd and rep have moved out of council. Rather than the north star displacement will be the horse behind the carts, and we know that the horses can't push carts. I am the owner of a small four-plex in southeast Portland. The units are small, the building is old, and the rents are low and some of the occupants are Elderly, some have very serious health issues, and all have low income. The lot is large. It is ideal for redevelopment. The residents are the perfect potential victims of displacement. I don't know where they would go, but I asked the bhd staff person, and maybe they could find another apartment in the neighborhood. I doubt it. Essentially not one with the amenities of the yard, free laundries and off-street parking and low rents. I am skeptical of the bhd displacement analysis. While bhd goal is to increase the number of available housing units, it is mostly through redevelopment. It will not provide housing choice for those who need it the most. I fear we will continue Portland's dismal history of displacement of minorities and those with lower incomes. Please do not approve the better housing by design and anti-displacement plan is approved by council, assigned to a bureau fully funded and embedded in the culture of the city and the council. Without that there will be no housing opportunities for our most vulnerable residents. Thank you.

Doug Klotz: I am Doug Klotz, a member of Portland neighbors welcome and inner southeast action, I support the better housing by design which will allow more housing to be built in multifamily zones and improve building design for the growing number of Portlanders who live in these homes as well as realigning the zoning northwest Portland, I support 1a, b, and c and support number 2, which removes most requirements to reduce the cost of housing incentivize affordable units and to prioritize building housing instead of parking. I oppose number three, if a historic landmark has been demolished and that was made by council for a good reason, that decision made, there is no reason to limit or to penalize the site because of what happened in the past and what council approved. I oppose number four, we should allow bonuses for affordable housing everywhere, to quote a catholic charity's letter, development of affordable housing ahead of an area having freak transit can be a valuable tool to prevent the displacement. I thought that was an interesting way to look at it. Anyway, and I oppose number five, and the 100-foot height at light rail is allowed, and in the historic districts, compatibility will be ensured by the landmarks review. If we are trying to right size this, I would support a reduction to 75 feet, but only if code language specified that it could not be further reduced by landmarks commission. Which is always something that these days that could happen so if she put that in there, we could, you know, we could compromise on that, but, otherwise, we should leave it at 100 feet. And I oppose number six, I note what habitat for humanity has said regarding the outdoor and indoor areas, for affordable housing, amendment 6 will result in a decrease in the number of units and decrease in their size in order to fit these things in the buildings that habitat does. So keep the proposed regulations which allow more flexibility in needing

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outdoor and shared space requirements. On the mapping amendments I support m1 for reuse of a man house and would support rm2 rather than rm1 so they have more capacity to do more housing on that site. I support m2 for the split zoned lot that the woman talked about and I oppose m3, this area already has ten-story buildings right across the street in these houses, and has been reduced from 4-1 to 3-1 far, and further reduction is not well served. It is not well served in the downtown location, also, as far as the sros, if those sros were limited to 60% mfi income, that would be more in keeping with the concept of sros. So with that.

Fish: Doug can I comment on that?

Fritz: Commissioner Fish.

Fish: We had Christe white a while ago, and another 15 or 20 people, this is a fascinating discussion. I hope that we take as much time as we need to listen and to engage, but I just want to compliment you on the way you marshalled your three minutes. It is just for the decision-makers up here, amendment, opposed to it or support and here's a rationale and even I can follow that. I want to thank you for the way that you formatted your information.

Eudaly: And you have four Seconds left, too.

Dennis Harper: My name is dennis harper, as a homeowner in the porter brigham house, in the historic alphabet district I am aware that I live just within the 1,000-foot distance from providence park max station, a zone proposed to have a 100-foot height allowance for residential buildings under the better housing by design draft. While I am in favor of such higher density zoning near transit stations I am strongly opposed to gigantic buildings in any historic district. The thoughtful creation of historic districts has always been, implicitly involved in the assurance that any new very many in the historic district will be sensitively designed and compatibly scaled to the context. In the historic alphabet district the context is primarily what framed houses of two or three stories, and masonry clad apartment buildings of three or four stories. There are components of the better housing by design draft that I support. There are the zoning revisions in the historic alphabet district, notifications to the rm4 zoning in historic districts and far transfer allowance for seismic upgrades to historic buildings. I urge city council to modify the better housing by design proposal to eliminate the 100-foot height allowance for residential buildings in the historic districts within 1,000 feet of the transit stations, and in the case of providence park station, I recommend an alternative that would allow greater height and increased far for new residential buildings in the vicinity of west burnside street outside of the historic alphabet district and closer to the providence park max station. Thank you for your consideration of my suggestions.

Fritz: Thank you very much.

Fritz: Welcome. State your name for the record and you. Three minutes.

Henry Kraemer: Absolutely. Mayor Wheeler, commission, my name is Henry Kraemer, I live in northeast Portland and I am a member of the Portland neighbor's welcome. Better housing by design is a good step in the right direction, in so far as it creates more and more affordable housing. That's why we are doing this. That's why the affordable housing bonuses are there and the reductions in parking requirements are there and shifting from unit count far, and each is going to bring Portland more needed homes at a lower cost, and in the midst of our current housing crisis where landlords are taking advantage of our home shortage to bully tenants and jack rents and families spent months looking for a home, and our number one highest priority needs to be building more and more affordable housing, and with that north star, I want to urge you to support proposed amendments, 1a, b, and 2 and reject amendments 3-6. 1a and b will provide -- help affordable housing providers deliver more homes. This is plainly good. We should do it. End of story. Amendment 2 recognizes it's deeply problematic to require a home for a car where you could put a home for a family. That drives up costs and robs us of potential housing, and

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amendment two ensures we apply that lesson to affordable housing citywide, and it makes sense to provide more and more affordable housing, honestly we should stop requiring new parking for any housing regardless of technical affordability, that's likely a different question for a different day, and by contrast, amendment 3-6 would send us straight in the wrong direction, with a gauntlet of barriers to housing. Because demolishing the building requires a full council vote amendment three would punish the future perspective tenants for the actions of council. That's unfair and unnecessary and makes for less and less affordable housing. And amendments four and five punish the poorest people in the city while rewarding the most affluent. Number four would deprive housing and tenants in transit starved areas by virtue of their living in the areas, would perpetuate a cycle of transit deserts. Number four, perpetuate the exclusion by ensuring that affluent historic districts and not everybody that lives there is affluent, they are more affluent than most, and they can avoid building their fair share of housing by capping that height limit, we cannot build as much housing there, and number six, would remove the space for housing and make each home more affordable and further push homes, and families out of reach, just look to habitat for humanity's opposition to amendment 6, it's up fair and necessary and means less affordable housing, and there are families being bullies and priced out of their homes or can't find a home in the first place, there is nothing more urgent, and no personal aesthetic preference that approaches getting more affordable housing is worthy of consideration. Please adopt better housing by design with 1a, 1b, and 2 and without amendment 3-6.

Wheeler: Thank you for your testimony.

Aaron Brown: My name is Aaron Brown, I'm a renter in st. John. I am here to ask you to legalize housing, I'm here to testify in support of the policy recommendations put forth by many of my peers at Portland neighbors, Portlanders for parking reform and sunrise pdx. Full disclosure I live in a beautiful home slated for rezoning under the better by design plans, and it's hard to imagine the house being replaced with something newer. There is a lot of other things I am more sad about, the rampant housing crisis that leads to so many people to sleep on the streets. That is the through line that many of my peers are trying to figure out how they can afford the first place they will live dealing with landlords and the tenant crisis we are dealing with and the rising oceans that folks from sunrise were so eloquently testifying about. The things I like most are the neighborhood itself. The rent I'm currently paying makes it evidence many People want to live in a walkable dense neighborhood. What a delight it is to visit the library and pay the overdue fines on the lunch break, going to the credit union and post office, in between other chores, walk to the grocery store when out of milk, to know if I have kids and lived there I could walk them to school. These are things that people deeply want and the current zoning code means that the house I live in, beautiful as it is means only folks that can afford the rent we are paying or will be able to pay a much larger down-payment that I will ever afford even with all of the benefits and privileges I have of inter-generational wealth I am hoping, I have got to call my parents to figure out. Hopefully they are not watching this testimony. These are the amenities people want and legalizing more housing in these areas will make it easier for local businesses to stay afloat, it makes it easier for tri-met to justify running more buses frequently so more people can live without cars, it means our neighborhoods will change and provide more housing so the economic cultural and racial diversity of the neighborhood can be supported and cherished and more folks can wait for me for waiting for the 44 on a cold november morning, hopefully if the 44 is running more frequently I won't have to wait 30 or 40 minutes. If it shows up more frequently I am less likely to be driving on a expanded freeway in the backyard of a middle school in north Portland. So I am going to urge you to move forward with better housing by design, and legalized housing. Thank you very much.

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Wheeler: Next three. While they are getting situated I want to put an idea in front of you. We will be receiving a lot of information today. We will obviously need to go through each of the amendments to vote on the amendments and there will probably be discussion on several of the amendments. Plus it is likely we will be receiving additional amendments. I would like you to consider whether it makes sense to actually go through that work today after we have heard about 10 more people testify.

Fritz: I can't stay that long.

Wheeler: That's what I was hoping somebody would say so what I directed Karla to do is find some time on an upcoming agenda where we could continue the conversation. That makes this clean because we are hearing the testimony, it gives us a chance to go back and ask staff questions, and do a little digging and we will come back into that final session with being better informed. If that's okay with the people? Commissioner eudaly.

Eudaly: I would like to put a few comments on the record before we end the session and I have questions for staff that I would rather ask when they are fresh in my mind.

Wheeler: Absolutely. Does that work?

Fish: Just to be clear we would maybe have some brief discussion with staff but we would, under your proposal not be voting on the amendments until we reconvene and have both a discussion and vote?

Wheeler: I would like to leave space for the discussion with staff to ask questions, and I believe that I will be putting at least one more amendment on the table and I may do that today before we leave, but then we would come back fresh and having our questions answered and be able to have a more robust discussion as opposed to at the end of the long council day.

Fritz: This is scheduled, hearing is scheduled for three hours, I have an event that starts not, and I was willing to stay until 5:00, so if we could have a second opportunity to ask staff questions and have discussion the next time we convene?

Wheeler: Is there any reason that we could not?

King: I was asking about something else, what was the question?

Wheeler: There is no reason, we could ask staff questions today and continue to ask questions when we reconvene on this item as well?

King: You may, and I guess my question for you is the plan that you would close the record for new testimony today? And it would be a discussion with staff and potentially new amendments if they are so different from the things you heard testimony on you would open the record to take more testimony on those amendments.

Wheeler: Potentially.

King: Okay.

Wheeler: Commissioner hardesty.

Hardesty: I heard a couple people who testified today that said that they were going to offer some amendments, as well. How soon are we going to get those amendments. I want to make sure that we are --

Wheeler: I know I will offer one more amendment and wait until the end of the hearing to do it.

Eudaly: Mayor you may have gotten word that I had an amendment but I am not going to make that.

Wheeler: Great. Okay. Sorry to -- I feel like we are having a completely private discussion in your presence but we had to work out the logistics. Please, go ahead. Thank you for your patience.

John Liu: Mayor wheeler, commissioners eudaly, Fritz, hardesty and Fish, my name is John Liu I live in Portland, I live in the laurelhurst neighborhood, I'm testifying on behalf of the Portland coalition for historic resources. Very briefly I support the amendment 3, amendment 5, 4, going out of order apparently and amendment 6, I going to focus

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primarily on 3 and touch on amendment ma11 with regards to the laurelhurst man house. The reason I support amendment 3 is because designated historic buildings are uncommon in Portland and they are irreplaceable so the city and the state has designated properties or districts for the specific purpose of protecting the historic resources in there. So it seems strange the city would turn around and give developers the financial incentive to demolish the buildings that we have gone to the trouble to designate for protection. These buildings, these older buildings are flexible, and adaptable, they can be reused for affordable housing, we are going to talk about the man house in a second for community uses and for sros, and in fact, in many areas of Portland the large, historic houses you see today were sros back in a more difficult time, and it could become again, but that can only happen if they don't get demolished first so I want to talk about the man house, the laurelhurst man house is an example of what I am talking about. It stands out among all the properties that got housing bond funding, it stands out because it's a remarkable historic building, it has beautiful architecture with wide hallways and detailing, and beautiful gardens and private wooded property and will be a fantastic place for ada now and in a couple of years probably over 100 low income families to grow up in affordable, secure housing. A fantastic place. It's a project that has a lot of support. My neighborhood association board, the laurelhurst association, unanimously wrote a letter to the bond selection committee begging them to support, to authorize the funding for the project, and we support that project. It also stands out because of the low unit cost to the city. Among all the projects approved it has among the lowest cost per affordable unit to the taxpayers of Portland and that's an example of what you can do by re-purposes the historic buildings. We can only do that if they don't get demolished. There are other man houses out there all over Portland. They can become what the man house is today for an sro or something like that if they are still standing. So that's why I asked for amendment 3 because I don't think the city should give developers incentive to demolish those houses before organizations like innovative housing can re-purpose them for affordable housing. And finally, the mayor asked why it's needed. Very briefly, in Portland's historic conservation districts, there is no demolition protection. The historic conservation district, all it gets is 120-day delay, after that it can be demolished and they are being demolished right and left. There is six conservation districts in north Portland, lots of demolition there. Right now, and that's why we need this. And thank you.

Dean Gisvold: I am Dean Gisvold, and I am speaking on behalf of the irvington neighborhood association, and more importantly the irvington historic district of which I am the unpaid volunteer administrator for the last nine years. Also I have some experience with central city concern for 30 years on the board with sros and with affordable housing. I am here to support amendments 3, 4, 5, and 6. And although the irvington group didn't vote on m1, 2, and 3, personally, I support each one of those amendments, as well. Number 3 and 5 and m3 are aimed at the same thing, avoiding the conflict between developers, in my experience, wanting to use every available thing to get more square footage because that means more profit. And the -- and they run into the fact that there are compatibility standards in the historic district that served 98% of the folks who follow the rules and do the right thing and make their alterations and make their expansions and whatever. Avoiding that is a problem because it ends up in landmarks, and eventually ends up at the city council, and we don't need that and you don't need it, either. I would oppose, well, not oppose but I would say tread carefully on the sros. My experience back in the 1970s and 1980s with central city concern, mainly in the 1980s with sros, they were horrible examples of housing. We don't want to put anybody in that kind of housing with chicken wire and no matter how poor they are it's just -- it is inhumane, and I would be careful about what you do there. And the -- I do have one question for the mayor, and that is will the amendments, if we can work with the commissioner, can I propose an

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amendment? I have not finalized it yet in my head but I am thinking about it, after today's hearing?

Wheeler: You have that right, right up until the moment that we take the final vote. It will require a commissioner, to move the amendment forward. Thanks, dean. Good afternoon.

Brad Hochalter: Good afternoon. Thank you for allowing me to testify. I am Brad Hochalter I'm testifying as an individual along with my wife, we have a house in the northwest district in the Alphabet district. I am supportive of the changes that are being brought up. I think it's amendment 3 and others revising the Alphabet district RM3, and I think that's the right way to go. And I want to express our gratitude, both the commissioners and the mayor and also the staff who prepared this work. This is outstanding to see this kind of dialogue going on. And I think that it's -- it makes Portland special. And I think that the Alphabet district also is a special district in that way, and I moved there 15 years ago and traveled in the states and towns like Austin, which is often compared to Portland. And it's not even close in terms of the accessibility and the intimacy of the city and the ability to have lovely neighborhoods and tree lined streets and that's what the district, to me, is a great example of. I live in the house that's 135 years old and was moved there, ironically, 50 years ago for a lumberyard to go in. And they moved it into the district in the middle of the block, so we did not take the extra space on the street. I want to support you for those amendments and I hope that that goes through, and I also want to say, too, that I do support, or don't support the 100-foot allowance for those areas, and that are adjacent to our -- to where my house is, and I think that along Davis and Everett and Couch and all those areas that other speakers talked about there are really a lot of special structures there. The churches, other buildings and big homes, so I would hope those could be protected.

Wheeler: Thank you.

*****: Can I -- on a personal matter, mention I support the map amendment one? I cannot testify on that in a representative capacity but I live in Laurelhurst, I live three blocks from the man property.

Hardesty: You cannot do that. [laughter]

Wheeler: Or you will disregard everything we heard. Next three. Who said zoning can't be fun.

Hardesty: I don't know but they were wrong.

Wheeler: Why don't you start for us.

Julie Garver: Good afternoon. Mayor and city council. My name is Julie Garver, I'm here representing innovative housing, a private nonprofit affordable housing developer in Portland, and I wanted to take a second to thank the city council, and staff and citizens for work on better housing. This has been a big effort, and I think that it's worthwhile and all of the diversity of today supports those efforts so thank you. I am generally supportive of all the amendments and I think I am the only one to say that yet today, but I think it represents an interesting mix on bringing things together and helping to address the diverse needs, and so generally supportive. As you might know, innovative housing brings together an interesting mix of affordable housing very many and historic preservation. So we have done several projects in Portland that involve historic buildings and a couple others that have converted them from non-residential uses to residential uses, and so we really value that opportunity. I am here specifically to ask for your support in passing the amendments for the man house, and we believe that it is going to help to preserve the man house by applying this different density arrangement, and help to provide that extra density in a way that, actually, better supports the historic resource of the man house. The development on the site will always be covered by landmarks review so it will be protected while allowing the additional affordable housing units. We would like to add those units in the future. We are committed to ADA and thank you for selecting our project for the Portland bond funding,

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and we would like to build additional units in the future in a sensitive way that does protect the original asset. Finally, I wanted to mention that you probably know that this parcel was never -- didn't have single family housing on it. It was built originally as an old folks home, and but it's always had a different use than single family housing. In closing, we wanted to say that we feel like we, we are glad that better housing came along because we feel like this is a great location for some additional density, because of the proximity to sandy boulevard and additional income diversity in a closed in neighborhoods and I wanted to mention that I do have a few opinions on parking, open space and sros in case anyone is interested. Thank you.

Wheeler: Very good.

Fritz: I would love it if you could email me those thoughts. Thank you for your testimony.

Wheeler: Hello, Nathan, you are up.

Nathan LeRud: Nathan, the dean of trinity episcopal cathedral in northwest Portland, northwest 19th and everett, part of the alphabet historic district. I want to in that flag a concern that we have for transfers of the far for historic properties. It will affect historical institutions like schools and houses of worship that are located in multi-family zones. Trinity cathedral has a history of being recognized for our efforts in historical preservation. We received the 2016 arthur murrow award for our accessibility enhancements so I was an I know we care about, for 160 years we've been serving not [inaudible] we are the only daily food provider in the district, serve 40,000 meals a year to the food insecure neighbor, an arts resource and venue and worship in this building barn of a 1906 sanctuary its unreinforced masonry, and it takes a lot to keep up, so we are grateful for better housing by design, that builds buildings and generate needed income for historic preservation, and however, our concern is that the way that this language is currently worded, precludes the historic communities from taking real and meaningful advantage of far transfers because the sites are restricted to residentially zoned sites. This is proposed legislation that impacts not just trinity but st. Mary's cathedral, emanuel lutheran and others. We respectfully request an expansion of the permitted receiving sites to include commercial zones as well as residential zones, that will make it possible for the historic institutions to generate the income we need to preserve our structures for generations to come. Thank you.

Wheeler: And I wanted to let you know that I have my staff and bds staff, or bps staff looking at a potential amendment that could address this issue.

LeRud: I apologize, this is coming to you so late in the process. I can only plead that we are a church, run by volunteers and we don't have teams of lawyers to review this stuff so I am it. With good support.

Wheeler: And commissioner eudaly had something.

Eudaly: I want to say I flagged this as a concern as well. You are important partners and an untapped resource in the community with incredible potential to provide affordable housing and we need to get out of the way, and certainly not make it harder, and I don't think that that was ever the intention so I am pleased to hear the mayor is working on the amendment. Thank you.

Hardesty: Thank you, mayor. I am unclear of what you cannot do. It sounds like people know but I don't so what is it that you cannot do?

LeRud: I think my colleague will speak to that in a moment. She's closer to that but it has to do with the receiving sites eligible for receiving the transfers from historic structures. And because of the way the code is worded you are giving us more tools but not actually giving us the means to use them effectively.

Hardesty: I will wait for more information, thank you.

Wheeler: That's a very good and succinct description.

Allison Reynolds: I am Allison Reynolds I'm with restore and and we are here on behalf of trinity cathedral, and I want to give the code perspective on this stuff. We were looking

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at a floor area transfer that trinity may have the opportunity to do, and they are excited about this because it has the opportunity to fund a lot of exciting things, but we came across a change that's being made through better housing and realized this is going to be a problem for this transfer, and notice this would be bigger, as well. My office, handled a lot of floor area transfers, so I want to just go through what the code looks like right now and how this change actually is creating a problem and we're so thankful that folks are noticing this and interested in trying to deal with this. The historic transfer program allows the sites to enter into private agreements to sell extra density to other sites. This provides funds for historic preservation including the costly seismic upgrades, but in order for transfers to happen you need two things. First the zoning to allow the transfer, and then you need a buyer who, actually, needs and can accept extra floor area for the project. If there is no buyer there will not be a transfer and the program does not provide any funds if there is no transfer. So rescue, a residential zoned historic site has two options to transfer the far under the existing code. The first, it can transfer to other sites, and this used to work pretty well because it was one of the only options for those residential projects to get extra far and however, in 2017 the inclusionary housing changes started providing far to these bigger project, and we think that's fantastic and do not get rid of that. We like it. However, that means that these projects no longer needed, and they could not accept extra far because they got all that they were entitled to under the code, and that remains true. So this means that residential to residential site transfers stopped happening and that was fine because the residential sites under the code have a second option. They can transfer to ex and c zoned sites. So these are commercial sites, they have commercial projects, commercial projects do not trigger inclusionary housing so they don't get the bonus, so these are folks that need far. The problem that's happening under the recommended draft there is this expansion that has been mentioned of the transfer program but now going to be limited to just residential to residential transfers. We are asking the commercial be put back in, so that we, actually, if you are a residential landmark or historic district, contributing resource, you have folks that can actually buy your floor area. So that's the change. Does that answer the question?

Fritz: Brilliant.

Wheeler: Commissioner Hardesty.

Hardesty: Thank you. Thank you, that was a very good explanation. So are we just doing - are you requesting that we add commercial back in and we will do any commercial property based on adding it? The ability to build anything that is a commercial property will be okay. If we agree to put this back in?

Reynolds: Yeah. So I think that what this will do and correct me if this is not what you are thinking, mayor and others, but this will allow these commercial sites that already have the ability to take in extra density through historic transfers, to get that from a property in one of the residential zones, as opposed to just the other commercial zones. Right now these can happen. It's just that as a residential zone these folks are not going to under the proposed language be able to be those sites. So it does not really change what can happen at all in the commercial zones, it just changes the sources of the far that they have where they could purchase it from the trinity as opposed to from a different historic site within a commercial zone.

Wheeler: We will let it stand there because we will ask bill and Sam Diaz from my staff later.

Reynolds: Thanks for the commentary.

Wheeler: Assuming we have language worked out for the amendment we can dissect it a bit but thank you for being here and for your testimony. Next three. Good afternoon.

Richard Sheperd: Good afternoon, mayor and commissioners, for having us here, and a first thank you to the bps staff for putting together the better housing by design as well as,

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as well as those from Portland neighbors welcome, sunrise pdx, and parking reform for their testimony. In brief, I want to say that please support amendment 2. Please oppose amendment 4 to limit bonuses and far transfers within 1500 feet. Oppose amendments three and five which would limit the amount of affordable housing built in many neighborhoods, and oppose amendment 6, which also impacts the viability of affordable housing projects which I think that this can be a more context specific thing. I want to spend the next time reading from, I am not sure if you heard of david wells book, the uninhabitable book, which I think is a terrifying read. You probably don't want to read this before bed but, let's go ahead and start this. I pulled out a random page and you can get this at the library, for centuries we looked to nature as a mirror onto which to project and observe ourselves but what is moral, there is nothing to learn from global warming because we do not have the time or distance to contemplate the lessons. are not merely telling the story but living it, trying to, the threat is immense. How immense? One 2018 paper sketches in horrifying detail in the journal of nature climate change, a crew led to look at the suffering avoided it warming was kept to 1.5 degrees rather than two degrees. In other words, how much additional suffering would result from just that additional half degree of warming. Their answer, 150 million more people would die from air pollution alone in a two-degree warmer world than 1.5-degree warmer one. The ipc raised the stakes further in the gap between 1.5 and two degrees that said hundreds of millions of lives were at stake. Numbers that large can be hard to grasp about 150 million is the equivalent of 25 holocausts. It is three times the great happy forward, largest non-military death toll humanity has produced. More than twice the greatest death toll of any kind world war II. The numbers don't begin to climb, only when we hit 1.5 degrees, and as should not surprise you they are accumulating at a rate of at least 7 million deaths from air pollution alone each year. An annual holocaust, pursued and prosecuted by what brand of annihilation. This is the first step, I hope, in a broad strategy to really significantly change how we live here in Portland and to inspire others, as well. I know you will do the right thing.

Wheeler: Thanks for being here. Good afternoon.

Karrie Metzger: Hi my name is Karrie Metzger, can you hear me?

Hardesty: Bring it closer.

Metzger: Okay. I was not prepared to talk today. This was not going to be my thing but he's dragging me up here. So on that I will just say that I am concerned about the rezoning and the 100-foot buildings for certain areas, I am from the northwest area, and they have already are raising one building higher than we expected it, tore down one story and putting in a large with no parking and there is a parking issue on the street. A lot of low income units, and we see two other places that are probably going to be targeted to get redeveloped. So, I think that you need to have consideration that I don't think that there is any affordable housing in a brand new building. I just don't see where you are going to have the money going, the developer will have the money going into building a new building and they will say we will rented it out for 500 a month. That's probably not going to happen. And there is no car so how do they get around if they have to work out so we are up in Washington so that's another issue, I see. And so that's it.

Wheeler: Glad you came to testify. Appreciate it. Thank you. Good afternoon.

Thomas Metzger: I apologize. But, we do live on northwest Hampshire which is one block from the northwest industrial district, and the two blocks that we're concerned with and here to talk about have three affordable apartment complexes on them, the elijah garden apartments, upshire house and forestry court apartments, and they are all small affordable places, and there are row houses on the other side of the street. And so the area was designed for multi-family density. That's what attracted us to the area. We are strong supporters of the work to improve the design of multi-family housing, and the

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availability, so thank you to bill Cunningham's leadership and the team, when we've interacted with the planning group, they always have been very professional and informative. So thank you. So what our concern is what we are here to request is the two blocks, of the 2,600, 2,700 northwest upshire, are currently built out in the consistent manner with what is defined as rm2. They are ideal versions of that. There is streets, including street trees, which we asked for the, in the last council testimony on October 2, and there is a lot of, most of the people that live in these apartments use public transportation or bike or walk to where they are going, and some do need the vehicles as Karrie pointed out in caring for the family as we did need to do. And for maybe opening up the opportunities for jobs because not all jobs are served by transportation, especially the time of day your job play start. So also, a lot of the demand for parking in our area is for local businesses, and so we want to support our local businesses by not, you know, allowing their customers to have a place to come. And when we increase the density there demand for street parking that could negatively impact those. Our request is to take this island of high density between 2,600 and 2,700 of northwest upshire and zone it the same as 2,800 and 2,900 upshire blocks, and which is rm2, and rather than taking the rh zoning for some reason has been targeted for stream density before, and this program and take it and do the right thing and make it rm2. That's the question. Sent letters to some of you. We are concerned that what is affordable today, when it's rebuilt will not be affordable and our neighbors are concerned.

Wheeler: I appreciate it. Thanks all three of you. The last person is --

Moore-Love: Thomas karwaki.

Fish: You get an award for being an a.m. And p.m.

Fritz: Yeah, first and last.

Fish: Thanks again for coming.

Thomas Karwaki: Thomas karwaki, university park neighbor association. Speaking on behalf of the board and the land use committee. We are very thankful for the staff and bps's staff for doing this really incredible job. This goes my bedtime reading. It's a substantial document. One of the biggest concerns that we have is the accessibility, particularly, for those who are, who have a disability of some sort and one of the concerns that we had is the number two, we were looking sat, for amendment number two looking at maybe instead of having elimination of parking requirements, having a reduction, relaxing if it was beyond 1500 feet because I think that that is a big concern for people. We have several of those facilities in our neighborhood, and they are 50 that did not have a problem, they were cheap and now they are expensive, and it's a concern. Perhaps we could require some sort of parking for them. The main issue that we had was number four, we had, we agreed with that, and as an issue, and number six, I talked to Christe white after the side bar, and one of the possibilities that I think that you might look at is, And I understand the need for the space. We supported the main street overlay, and the issues that overlook had, but what we had, maybe it's a function of the outdoor space could be covered and a percentage of that covered outdoor playground area could be considered as part of the indoor coverage. Looking at that is something to explore as you make the discussions. The other issue that we had was really most important concern, is with the -- I have talked before about the universal design, we are a fan, and Tucson, and Austin, and universal design, and the city of Portland seems to be adopting Birmingham, Alabama's approach, which is the visibility approach, but what the concerns that we have is 31.3 quarters inches is not enough to get a wheelchair through. 32 is about the minimum, and usually it's 34, 36 inches and that's a concern and you have created two totally different standards under the rip proposed, and this. And it's documented on page 56 of volume 2. Of that, where you have difficult standards. I understand the slope on the adu's, but it's a totally different standard in terms of the grab bars, the size of the bathrooms, etc.

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Fish: When you said that, I noticed one of joe's Zhenders eyebrows arched what I heard you say there might be a conflict in the standards under better housing and rip, and you are also calling out whether it's the right standard. We have imposed a lot on you today but since we are not going to be voting on amendments, could you take two minutes to make sure that joe understands specifically what you just told us? I think that there are a number of us that will want to follow-up on that.

Karwaki: Thank you.

Eudaly: What specifically was that pertaining to?

Karwaki: Well, the issue is -- deals with the, object page 66, it describes.

Eudaly: Which volume?

Karwaki: 2. So on the commentary, which is dealing with the -- with the bonus fars.

Eudaly: Adu's.

Karwaki: Those are adu's, but this is also duplexes and triplexes and so what the point is, is that even staff identified that there was a difference and I think that it would behoove the city to try to get them to go as much as possible.

Fish: You saved the best for last. That's a close reading of the materials. Thank you very much, and please take a minute with joe to make sure that he can translate that for us in terms of the options.

Wheeler: Very good. So that completes the public testimony, and now we have the opportunity to bring staff back to ask questions. With your forbearance I would like to put an amendment on the table unless commissioner Fritz, do you have something you want to do first?

Fritz: I have to go so I wanted to say that.

Wheeler: Do you have questions?

Fritz: I have many questions and I would like to continue the discussion, however I have to go, I am sorry.

Wheeler: Bill, and Sam, could you come up and could you, you have settled on language with regard to the, with regard to the, the receiving site issue. Thank you.

Sam Diaz, Office of Mayor Wheeler: Good afternoon. Mayor and commissioners, my name is Sam Diaz, with the mayor's office and the liaison to the bureau of planning and sustainable, and to address the issue that you heard, trinity church raised, on the far transfer, we did -- we had bps staff do an analysis for you all in preparation to accompany the amendment language. This proposed amendment would do two things. So first it would allow far to be transferred from the multi-dwelling zone properties to sites in commercial mixed use zones, and the second piece of this, second really goal here is allow far to be transferred from commercial mixed use zoned properties to sites in multi-dwelling zones so we are making sure that we are expanding the eligibility, leveraging the creativity, and connections that historic -- churches, trinity church has, and we are unlocking the land use potential there for community benefits. So I will turn it over to tom, tom Armstrong and bill Cunningham to give more of the mechanics and in case you have any scenario questions, I will turn it over there.

Hardesty: Do you know what far stands for?

Diaz: Floor area ratio.

Fish: This is a good discussion, but I would be comfortable with a one-pager that set forth the amendment and explanation.

Wheeler: Would you entertain my motion? Can I put it on the table?

Fish: Let's put your amendment on this table.

Eudaly: Second.

Wheeler: And you have the language in front of you. When we come back, and let's settle on a date to come back, and I appreciate that, commissioner Fish because I really don't want to have the conversation without commissioner Fritz present.

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Fish: And it has been a long day and we want to be at our best when we deal with these details.

Wheeler: We have a motion and second, added to the list of amendments, and so Karla, do we have a date to continue this hearing or a time?

Moore-Love: We have November 20th at 4:00 p.m.

Wheeler: November 20th at 4pm.

Moore-Love: Yes.

Wheeler: And have we checked with staff to make sure that that's okay?

Moore-Love: Commissioner hardesty is absent.

Fish: That's a Thursday?

Moore-Love: That's a Wednesday.

Fish: That's a Wednesday.

Moore-Love: It follows the fossil fuel item.

Fish: That's the last hearing before thanksgiving?

Moore-Love: No, we have a Thursday, and we have a Wednesday morning on the 27th.

Eudaly: I won't be here.

Hardesty: I will be in Salem for the legislative day.

Wheeler: Let's take the earlier one then.

Fish: 20th? So we have a control date?

Wheeler: And I offered commissioner hardesty if she would like to prepare a written same on her preferences, or a general statement I will read that on her behalf.

Fish: Just so that -- can I just talk out loud with next steps? So my understanding is you are going to close the record.

Wheeler: Correct.

Fish: We are going to entertain potentially additional amendments, although there is -- we have to be cognizant of the fact that depending on the amendment, it may trigger a requirement that we hold a hearing. So we have to think through that. Joe, what happened to joe? I am sorry.

Wheeler: He's hiding.

Fish: He was afraid you would see him.

******:** Okay.

Fish: Do our team from planning and sustainability, I assume that between now and the 20th, if any commissioner needed to have a follow-up briefing we could find half an hour to do some follow-up in our offices and ask questions and fine tune the assessments. That would be helpful, and we will be scheduling that to see who is available to come and do that, and I would very much appreciate it if staff came in prepared to answer the question of ultimately what is your recommendation. I understand the delicacy, but we do it all the time and frankly, I like the clarity of that. It does not mean that I have to agree with it but I like to know where someone stands and then argue off of it, and so please be prepared to come in and stake a claim and just defend it so that we can have a robust discussion.

Tom Armstrong, Bureau of planning and sustainability: We can do that.

Fish: Thank you very much. Mayor.

Wheeler: Before I go commissioner Eudaly back to the date for just one moment, Karla, is there an opportunity to find a date where all of us are present, and commissioner hardesty, indicated that potentially, we can do it on the -- which date?

Hardesty: I haven't found a date yet.

Wheeler: Is there any other option?

Moore-Love: Thursday 21 at 3:45 and I show everybody in.

Hardesty: That's perfect.

Wheeler: Let's do that.

Fish: The week after next.

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Wheeler: Two weeks but we are all here. That's the advantage of it. I feel uncomfortable not having commissioners here, okay. Good. We will do that.

Liny rees, Chief Deputy City Attorney: Mayor, may I clarify one question. I understand that the oral testimony portion of the record is closed unless there is amendments that are fundamentally different, is the intent to close written, the record to written testimony at this point?

Wheeler: What's the Preference? I don't see why we cannot keep written testimony open. Let's keep it open.

Fish: I am hoping some people choose to send us copies of their testimony today.

Wheeler: I think that would make sense so close the oral record, we will keep written record open so if people want to email us they are welcome to do that. Karla, could you reviewer the date again? November --

Moore-love: November 21, a Thursday at 3:45 p.m. time certain.

Wheeler: That is a time certain. Very good. Thank you. Sorry to interrupt. Commissioner eudaly.

Eudaly: I will try to whip through these. I just want to go on record today with issues and concerns. I think that they will be mostly from Mr. Cunningham, happy to follow up outside of council but I want to say that these things, these things out loud. First of all I was prepared to offer amendments on broadening the affordability bonus, I understand that it is available virtually everywhere, is that correct?

Cunningham: Correct.

Eudaly: Similarly I was looking at making an sro amendment but shares housing is also allowed under the current code.

Cunningham: Group living, and other arrangements that are similar to sros.

Eudaly: And contrary to what someone else suggested earlier, is that it is perfectly acceptable and -- form of housing, I lived in shared housing almost my entire adult life which is people living in rooms and sharing bathrooms and kitchens. It's not extraordinary. It's, actually, normal and at this point, the millennials are sharing bedrooms, as well as kitchens and bathrooms because they cannot afford the rented. Okay. So my big concern with better housing by design is the same, displacement, number one, have we put adequate measures in place to mitigate the displacement. Density, as far as will we get the number of unions and the kind of units we need. And demolition, disincentives? I really remain concerned that because average income homeowners cannot really realize the benefits of these zoning changes, that their only way to realize the increased value in their home is to sell it. That increases the likelihood of it being demolished. We are talking about multi-family zones, this is more relevant in rip but I think that it's relevant here. I really like to know our policies are based on reality. The reality is the people are willing to walk a quarter to half a mile to frequent transit. And the reality is low income people are much more likely to walk or bike contrary to popular opinion, so I am curious why we have limited the, the parking exemption to 1500 feet when people are actually willing to walk much farther, half a mile is 2,600 feet. Instead of not allowing dense housing in transit poor areas I would argue that we need secure bike parking, and transit hubs so that people living in these developments, can bike to the transit and safely park their bike and also as was mentioned earlier, density drives expansion in our transit system, so if we are only focusing on areas where transit already exists, about half of the residents live within a quarter mile of either bus, max, or streetcar. We are not going to be able to greatly expand that access. That's that. I want to know what the height limit is in the northwest historic district, and I think it is 100 feet.

Cunningham: It is.

Eudaly: We addressed the church issue and I think the final issue that I was interested in, is this kind of not uncommon challenge with sloped sites, typically in southwest Portland

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where since the building is measured from the bottom of the lowest side of the building, they cannot actually build to their full potential. They are losing far in that triangle between the, you know what I am saying, so I am wondering if we can come up with some kind of modest fix for that. And thank you, and that's it.

Cunningham: I appreciate it, and we can talk to you more about these issues.

Eudaly: Thank you.

Wheeler: Commissioner Hardesty.

Hardesty: I want to thank your office for the incredible hard work. I know that this has been a heavy lift. I am greatly appreciative of the work that's been done. I have a couple of questions. I guess that I am concerned because I still believe that if we passed this as is, not even addressing the amendments, that we are, once again, solidifying racially discriminatory policy, and we will be affirming that the past bad practices continue on. So when I think about limiting the growth in historic districts, I don't see that as historic districts having their fair share of housing at every income level. And I am not interested in carving out discriminatory policies and making them permanent. I am also kind of concerned about the shift of housing to commercial. We know small businesses are being priced out of the city of Portland. I didn't hear anything about we talked about affordable housing, creating this opportunity for more affordable housing units, but we are going to give the commercial industry a free ride, and they are not going to have any responsibility for making sure that if they are getting these incentives, that they are providing business space that's affordable for small business owners, and which are 95% of the businesses in the city of Portland. So, I have some real concerns. I also have some concerns about doing carveouts for individual properties based on the niceness or the politeness of the Property owners that currently have those properties. I think that if we put policies in place those are supposed to work for everyone, and writing exceptions for individual properties are very problematic for me. I look forward to continuing the conversation. I look forward to us trying to be creative and not just assume that if we give it to commercial, that some how that's going to work. I am also very concerned about the whole sro question. I agree with someone who said that they were really crappy places to live. When we had sros in the past, and if we don't do something different, bringing them back, they will go back to being crappy places that people really don't want to live in, so again, thank you very much for the work you have done, and I look forward to continuing the conversation.

Wheeler: Very good, any further discussion at this point?

Fish: One comment, mayor. I want to echo what's been said about the staff-work. It's amazing how much information you have at your fingertips and the command on things that for most people are mind numbingly complicated hard to follow. Thank you for the preparatory work you have done to raise the level of awareness on council, on the basic framework we are dealing with, and you know, there are moments in our service where, as I like to joke, I go home and tell my wife I am surprised that I get paid to do this work. When we are debating, you know, having debates and discussions like this about the future of Portland, what's it going to look like, how are we going to you see use the tool kit to advance our values, it's fascinating. Even with some of the sharp disagreements we heard today, I thought we saw some of the best of Portland coming forward and making thoughtful arguments, and I don't agree with some of the arguments raised today. Although I will go back and make sure that I am on solid footing. But by and large the quality of the testimony was superb. I thought it was more light than heat, which we hoped that we can come together. It's harder and harder to achieve. I can't resist putting my marker down on the sro debate. When I lived in another great city, I was part of an effort that led to the award-winning sro housing being added, and the truth is, that we can allow old and outdated stereotypes to guide our thinking or imagine what they could look like, and we have both the know how and technology to buy near, and for many, including not

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just millennials, but frankly, for the growing number of people retiring with no savings, and we better have other options. We better be creative and flexible about other options. And one thing that I like about sros it ends some of the isolation that we see in our affordable housing. It enhances the community building that goes with people sharing. So anyway, I look forward to the next discussion. I have a hard time imagining on the 21st, we will settle the questions but I think we will -- I look forward to starting to have the discussion and debate at council and I think today was a good day, a good start. Thank you very much.

Wheeler: Again I want to echo what I know you heard five or six times from people giving testimony, and even who potentially were approaching this from a very different perspective from the planning and sustainability bureau. They really appreciated the time and energy and the effort you put into this, and Sam, that goes for you, as well. I thought this is a great discussion. I, too, heard things I support that are reflected in my amendments and things that were thoughtful that I will not support. I also just want to maybe tip my hands a bit and acknowledge that while I am certainly concerned about what the immediate impact would be on the community based on the way that we live and are organized and structured today, this is, actually, a long-term play. This is defining what we want the city to be years from now and much of the groundwork we would lay through this zoning is, actually, work that will not happen for a long time. It's establishing the standards by which we will create housing, and we started to talk about commercial, as well, today. So that is the frame through which I am evaluating this, what kind of future do we want and what do we want the next generations to experience, and how can we use the zoning code, and to ensure that there is a diversity and a mix of housing options, both in terms of the affordability and the housing and how do we ensure the people who work in this community in the years ahead can afford to live in this community, as well. So it's all a good discussion, thank you, colleagues, for putting up for a bit longer than we originally intend but it's important work. We continue this conversation to the date that was previously mentioned, and the 21st at 3:45 p.m., time certain, here in council chamber, and we are adjourned.

At 5:24 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.**

November 7, 2019 2:00 p.m.

Wheeler: Good afternoon everybody this is the November 7, 2019 afternoon session of the Portland city council. Good afternoon, Karla. Please call the roll.

Eudaly: Here. **Fritz:** Here. **Fish:** **Hardesty:** Here.

Wheeler: Here, we can I think disband with the rules this afternoon, if it comes necessary we'll read the rules. Karla, please call item 1028.

Item 1028.

Wheeler: Laura?

Laura John, Office of Government Relations: Good afternoon. Mayor, city council members, I'm happy to be here today to bring forth a stellar group of individuals, tribal leaders, elected tribal leaders and members of the urban Indian community from here in the city to help us proclaim November as native American heritage month. In 2012 city council passed resolution 34961 to formalize government relationship with tribal government partners and establish government to government consultation agreements. They established that it is the policy of the city to implement its programs and activities within the context of honoring and respecting tribal treaty rights, federal tribal trust responsibilities and traditional native religious beliefs through the establishment and maintenance of relationships with tribal nations to achieve positive mutually understood and beneficial solutions that respect tribal sovereignty. With this resolution the city recognized that the preservation of treaty rights, cultural heritage and ability of future generations to practice their traditional life ways that it must partner with tribes to protect their cultural and natural resources. To accomplish this 34961 stated it will seek opportunities to partner with its tribal governments, with tribal governments and initiatives related to environment, economic and social improvements. Resolution 34961 provided a clear directive for the foundation of the city of Portland's tribal relations program which began two years ago this month. This program will establish and maintain relationships with tribal partners, protect sovereignty, treaty right and cultural life ways of tribal people and partner on issues related to environmental and social improvement. With this foundation the tribal relations program will support the city to improve housing, education, employment and health status of native people thereby addressing key issues faced by the urban native community, many from the tribes that the city has here in council chambers today. Another key expected outcome for the Portland tribal regions program is to shift Portlanders' concepts of native people away from being invisible or in despair to a holistic view that includes the value and contributions brought to our city by native people. Leadership, business, art, culture, history while not disregarding the impact of long detrimental policies that led to disparities that exist, we still persevere on and are all survivors of as we sit in chambers today. With that I would like to introduce our speakers. I would like to call up representatives from the Nez Perce tribe, the Umatilla tribe, Yakima tribe and the warm springs tribe.

Wheeler: Thank you for being here. Welcome.

John: I'll let them introduce themselves.

Wheeler: Great. Thank you.

Casey Mitchell: Council, good afternoon, council. I want to thank you for giving us this time here today, appreciate the council inviting us in to say some words and introduce

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ourselves and our tribes. My name is Casey Mitchell my Niimiiputimptki name is Weye'tenetu'wehykt it's a sun neckless from the snake river band of the Nimipuutimt nez perce tribe. I want to appreciate say how much I appreciate the city of Portland, their consideration of the native American month and really looking to the tribes to for their input because we have been here for thousands of years and the native people of this land have found our place in living with the land. We can appreciate the city of Portland wanting to reach out to tribes and also work with tribes. You've worked not only us, but our Columbia and the tribal fish commission is centered in the Portland area in the federal building. Also you know with the Portland harbor cleanup and other places that you have worked with tribes and got the tribes' input on not only cleanup but we have seen restoration work as well. So I just wanted to introduce myself and the nez perce tribe and give thanks to the other tribes that have come here and Laura for coordinating all this. We appreciate her work and being the liaison. She's done a great job reaching out to tribes as well. I wanted to say Qe'ci'yew'yew' thank you in Nez Perce language and appreciate your time. Thank you.

Wheeler: Thank you. We appreciate you being here very much. Good afternoon.

Gary Burk: Good afternoon. My name is gary burke, I represent the confederate tribes of Umatilla Indian reservation the bands Umatilla, Walla Walla, Cayuse. Our treaties has existed since 1855 ratified and proclaimed to date. We recognize that this resolution coming about will be a good thing for Portland and all the other native Americans in the areas, in the state of Oregon. We see what you're doing with your restoration, and I think it's a great thing. Renewing your waters, the life in the water, is very important to everyone, not just the Indians, native Americans but cleaning up things. A lot of people disregard cleaning up the mess that all humans make and they should be recognized for that cleanup, for the water. It's very important. We talked about first foods. First foods is one of the main artery for the tribal membership is water. And the salmon. The life in the water. All of other life that need to survive from those animals and the water. Native American mountains. Going to be great. Portland has taken a good stand on cleanup. We are also cleaning up and joining together with other tribes, with other companies, commissions and committees trying to keep things clean because we're all going to need this water and the animals that we're supposed to be the care-givers of them. We need to do that in every way that we can. If we don't stop we will have nothing like it was said before. If we just keep on putting the dollar before our environment. It's important whichever one you choose. Glad you're choosing the environment and the cleanup of the waters and I appreciate everything that you're doing and we too will support everything that you ask of us. Thank you.

Wheeler: Thank you. Appreciate you being here.

JoDe Goudy: [speaking in foreign language] my English name is JoDe Goudy, I serve as chair of the Yakima Nation tribal council and I want to appreciate the honorable commissioners, mr. mayor for the ability to come forth today to bear witness to the proclamation, resolution being brought forth to the gathering that's going on over these two days. The Yakima nation is a nation composed of 14 confederated bands which make the Yakima nation. We have a significant enrolled member population. We're the largest nation in the western united states. For the initiatives taken by mr. Mayor and with the support of the commissioners and city council the initiatives being brought forth with regard to seeing us at our nation. We appreciate the work that's gone on including acknowledgment of the resolution brought forth. We're looking forward as previous speakers mentioned for the continued work collectively that comes on from your body, our respective bodies on behalf of the advocacy before all of us with regard to more responsible decision making that's going to set a foundation for sustainable future for all those coming behind us. So there are interactions that I think our collective nations as well as this city council have in common

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specific to this area whether it's the Portland superfund, whether it's the Inchwada, Columbia river, whether it's the Willamette falls. I was reading yesterday about a significant sewage release that came at Willamette falls. That's the first I have read one of those challenges going on with the infrastructure that regulates that with our waterways. Nonetheless there are various initiatives that our nation has taken with regard to advocating for more responsible decision making and actions that can be done to remedy some of the immediate challenges and set a better foundation to navigate pathways in dealing with very significant challenges. So this entity in the city of importantly, this council, mr. Mayor, with regard to the initiatives that have been taken, will be taken on and will continue on we look forward to joining in some representations following but also would appreciate an acknowledgment of following some of the initiatives that our nation brings forth as well. With that I appreciate and respect the opportunity to come forth and bear witness to this good day. Thank you.

Wheeler: I would also like to thank you and the Yakima nation for having us come and participate in your tribal council and also have the opportunity to speak with some of your officials and learn some of the issues that you're working on and the progress you're making, sharing ideas with our bureau director and others. I look forward to having that opportunity with all of the tribal nations represented here. That was the first one teed up for me. I found it very helpful, productive, very informative. I would like to continue those kinds of bilateral conversations. It's very important that we do that. I want to thank you for that. Commissioner Fritz.

Fritz: Thank you all for welcoming us to your land and sharing that land. Mr. Chair, would you mind telling the audience watching at home what you just said at the lunch regarding the good news? I find that really profound.

Goudy: I can't quite remember exactly what I said. I make it up as I go. [laughter] but if there's some good news to represent it's that there's essentially a very stringent effort going on from us collective nations and those who represent from our elders down to those who are, brought fourth by our constituents our world members to be leaders in pursuit of the truth and something that's going on at the Yakima nation in collaboration with some of the native nations that is a continuation of very good work of historical tribal leaders from various native nations is that there's a time period where we're able to grasp the collective wisdom that's at the cusp of just leaving the generations who come from the tail end of interaction with western society. Our children raised based upon those by great grandparents and grandparents who remember the time with no interaction with western society. The elders of today were the children of that time. We are the ones that have been blessed enough with regard to the trials and tribulations of that generation to be positioned for success not only with regard to carrying the traditional knowledge but also seeking out the modern education. So in pursuit of both worlds we're now more informed with regard to understanding what is happened historically and how the history of the present moment puts us in a position to look at the darkness of what materialized, the things that are before us today and some of the work we're engaged in are highlighting some of the exercises to have an understanding how a justified decision making process even in practical modern daytimes may be a unique interaction by which native nations are always at the losing end but in today's time it's beginning to shift because we're able to peel back the layers of justification utilized in decision making process. If we can peel back the layers of justification that's utilized in a decision making process and if we can peel back to something that very unjustifiable when it comes to the assertion of title, property, the assertion oftentimes when you peel back the layers you come to find out you're standing on a false religious pretense that set the precedent of the modern day history to justify your current decision making process that is the consequence of the native nations and the resources they represent. This truth will come forth, all representatives who are able to

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understand that will have an opportunity and I think the opportunity is that if you receive it appropriately you're not going to have another option other than receive it and act with integrity. Any alternative because of the realization of that truth will be something that highlights all of us where we collectively are as a society, whether we stand for the principles that this country, the United States, proclaims it stands for or we stand for something else in a manner that is in the realm of domination with the consequence of demonization oftentimes at the expense of the native nations the original free nations of this land and the resources that sustain them.

Fritz: Thank you. [applause] that was what stuck with me as the truth telling gives the opportunity to respond with integrity. One of the other things I learned this morning was to be reminded how many times white people have not responded to integrity and how many times you have given white people another chance. I appreciate that very much. Thank you.

Goudy: Thank you.

Wheeler: Thank all three of you. We appreciate it.

John: I would like to next call up a representative from the Warm Spring tribe, the Siletz, the Cowlitz and Grand Ronde.

Wheeler: Welcome and thank you. I want you to let people know who are watching on television that were in the first of two days of our tribal summit, and the individuals who are speaking here have been asked to speak several times already today. So I just want to express my gratitude for everybody coming here to council and speaking yet again because I think it's so important that people beyond the city council chamber, beyond those who had the opportunity to participate in the tribal summit this morning who are just ordinary folks from the city of Portland and beyond who have the opportunity to hear your words. That was the spirit in which we're engaging today on this important proclamation. I want to thank you for that.

Wheeler: Good afternoon.

Christopher Mercier: Good afternoon. My name is Chris Mercier, I'm the vice chair for the confederate tribes of Grand Ronde, I'm a last minute sub in for Cheryle Kennedy I'm not really sure on what she was planning on saying, but I'll just start with a bit of our ancestral connection to the Portland area. Portland area of course before settlement was an important trading area for a lot of tribal people in this area, Grand Ronde of course we trace our lineage to 27, I have heard some say 60 something antecedent tribes in the Willamette valley. I'm part Kalapuya myself and the Kalapuya were known for roaming the Willamette valley, so we have a connection with this area with Portland that goes back long before the idea of Portland even sprang up. I would point out that we outside of Grand Ronde we have one of our greatest concentrations of tribal members in the important area. We have a lot of tribal families who put roots down here and have continued to raise their kids. So we have a deep connection with Portland and that's why seeing what's going on at present and the way you guys have extended yourselves and trying to build this relationship with Grand Ronde and other tribes it means quite a bit. Not very much other city governments I think throughout the country have put in the kind of effort that you guys have done. So we're very thankful for that. A number of us tribal council members sit on boards in Portland. I used to sit on the lab partnership. John George sits on the Portland Indian leader roundtable. We continue to try to foster and cultivate relationships here and we just think that that's how our ancestors would have wanted it. I don't want it take up too much time, but you know we have been told we should try and get representatives of Portland to come to our tribe and experience our cultures and see our plank house. We have an immediate opportunity coming up two weeks from tomorrow, November 22nd, we will be celebrating having our restoration celebration. We're quickly closing in on 40 years now of restoration so we would invite you all to come out and participate in that. I know for those

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of you who are really interested in what was said about first foods usually in June we have our first foods celebration, so if you want to try a lot of just indigenous traditional food some of which you probably haven't heard of, some of which I probably haven't heard of. Seems like I eat something new every year, please come out. We had a lot of people come out this past year. We had a couple from France who were bicycling around the state made a point to stop by. Please come out and give us the opportunity to be hospitable to you. Thank you.

Wheeler: Thank you. Appreciate it.

Delores Pigsley: Thank you I'm Dolores Pigsley, the tribal chairman for the confederated tribes of siletz. I'm very pleased to be here again. I was here last year for the very first summit and I appreciate the interest that you have shown the tribes and the fact that we don't get invited from big cities very often. I don't anyway. It's really a pleasure to be able to participate in your government. We have tribal offices here in Portland, lots of services that are provided are provided in conjunction with some of your staff and many of the organizations here in Portland. So we appreciate all the support that comes our way. We are definitely interested in the very same things that make Portland great and things like the water, the air, the food. We have worked with the superfund on the Portland harbor for I think it's like 12 years now, so we're finally seeing some progress there. We had the opportunity to work with the county and naya on some apartment buildings being built over on the north side. It's 59 units of which 19 units will go to siletz tribal members. That's really unheard of in a large city some of the we appreciate what you have done and the work that goes on here. We would like to see the homeless people taken care of. I know you have had a great deal of experience and work in trying to figure out the solution. We have the same problem over on the coast. It's probably a little more difficult on the coast because of the weather. So all of the things that you do are the things that we too are interested in, so I appreciate what you have done, the fact you've included us in some very important decision making processes, and look forward to working with all of you in the future. Thank you.

Wheeler: Thanks, chairman Pigsley. Appreciate it. Good afternoon.

Raymond Tsumpti: Good afternoon. My name is Raymond Tsumpti, chairman of the warm springs tribal council representing three tribes. The Wasco, the Paiutes and warm springs. I'm going to elaborate a little bit more as I did twice already today but for the benefit of commissioners that probably weren't in the audience this morning. Warm springs was never a tribe. It was formed of many bands of john day river, Deschutes, up and down the Columbia river and the bands also have an interest in the Willamette valley. Then the tribes the bands have an interest in the Columbia river all the way to the mouth, so I share that with you. I can't speak to what has already been spoken as far as tribes are concerned, but I appreciate I guess the invite and acknowledging the proclamation. In my mind it's a way of demonstrating now in the future being good neighbors. So I will just leave it at that.

Wheeler: Thank you, chairman. I appreciate you being here. Good afternoon.

Karissa Lowe: Good afternoon, tahuya, my name is Karissa Lowe and I'm a tribal council member with the Cowlitz Indian tribe. My chairman bill Iyall and my vice chair Philip Harju asked me to extend their regards and also their apologies for not being here, they had a conflict, so they sent me in their stead. I'm very honored to be included in this conversation. Cowlitz is just across the river and I know that we currently think of that part of the land as a different state than here, but when white folks first came here that was just the north bank of the river and as we said before this has all been a very important area for trading and people coming together, building relationships. It's fantastic to be here today building relationships with you folks and with my fellow tribes. In addition to a strong historic connection to this land we have a lot of Cowlitz members who live in this area so

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we look forward to building a stronger relationship with the government down here and I would invite you to a tribal council meeting sometimes so we can build upon the relationships that we're growing today. Think about ways that we can partner that would benefit our communities so that we can build a strong future for Cowlitz children and for all the other youth of the Portland area and the greater Portland metro. So I hope that this conversations that we're having today are leading to further conversations and opportunities to partner so that we can build a strong community that includes everyone.

Wheeler: Thank you, councilor Lowe. We appreciate it, thank you all for being here. Appreciate it. Call Laura back up.

Mercier: If I can make one last statement for the record I'm somewhat of a Portland resident because I'm still a night student at Lewis and Clark law.

Wheeler: We'll accept that. Absolutely. Thank you.

John: Over the past two years the city's office of government relations has worked to create a framework for tribal relations program, a framework that will provide a strong internal structure for establishing and maintaining relationships with tribal partners and improving this city's service to native American communities. As you heard from the tribal leaders that spoke many of our urban community are also members of the tribes that you see here represented in council chambers today. I think that this year we can genuinely say that we're doing more than just native American heritage month proclamation. It's our second annual summit. We have had a number of initiatives and projects that have unfolded over the last year and we're doing more than I think anyone could have imagined that we could have accomplished in two years. I would like to next bring up members of the community, James Alan Parker, director of the Oregon native American chamber and Jeff Fitzpatrick, ceo of digital native consultants, native American business owner, to talk about the importance of buying native.

Wheeler: Great. Thank you. Good afternoon.

James Alan Parker: Good afternoon. Good afternoon to the mayor and the council, the city of Portland. I would like to first acknowledge and thank the leadership of the tribal nations that just preceded my comments here for traveling here today, sharing their words, stories, experience and guidance for all of us during the second annual tribal nations summit with the city. My name is James Alan Parker, I'm an enrolled citizen of the Chippewa tribe of Montana and director of the Oregon native American chamber or onac. Onac is a community of professional advisors, organizations and entrepreneurs collectively working toward a foundation for emerging native economies that would provide employment and educational opportunities. Our service are grounded in the tenets of education and growth, relationship building, economic justice and transformation. My remarks today are regarding the city's support of private sector entrepreneurship for native Americans and the building of systems of support for native owned businesses that allow us to envision what a healthy, thriving, connected eco-system looks like. Your continued support is needed as we work to combat the crippling economic, social and political disparities that exist for native Americans in the city and across the region. These disparities and wealth inequality prevent native Americans from actively engaging in the economy including becoming entrepreneurs and investors in our own communities. As we continue to better understand the principles and practices for prosperous economic economies fully utilizing an entrepreneurial foundation with resource rich pathways to serve native American communities we will continue to move away from merely participating in the service economy and move toward economic justice and independence. Native American owned businesses help preserve the uniqueness of the community and provide a sense of place that gives us a grounded context which we can better understand the historical contemporary complexities of native Americans and tribal nations. By supporting the buy native movement you are enhancing local democracy as

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tribal citizen owned businesses with roots in the community are involved with key development issues that shape the lives of our families and our communities and directly contribute to the protection of our land and environment that benefits all of Portland as an economic hub for the state and the region. I thank you for your time today and your commitment to building an inclusive and equitable relationships.

Wheeler: Thanks for being here. We really appreciate it.

Jeff Fitzpatrick: Good afternoon. Thank you, mr. Mayor, council, for having me. My name is Jeff Fitzpatrick I'm a Nez Perce tribal descendant and I'm also the owner of digital native consultants, we're a small consulting and product creation company serving natives in the Portland area. I started this business about two years ago because I wanted to do something that gave me an opportunity to give back and for my kids, myself, I decided to reach into an area I thought I could be impactful so that's why I'm here. I have been able to reach in and help different organizations here in the Portland area for example onac northwest Portland Indian health board, help them further elevate their message and their good work. It's been an honor to do so. The city's role in helping someone like myself is enormous. Providing services, access, and otherwise opening doors that are not open for organizations like mine is key. I'm grateful for that. I look forward to the continued support and I'm grateful for the time today. Thank you.

Wheeler: Thanks for being here, jeff. Thank you. We appreciate it.

John: Lastly I would like to invite up Karol Collymore, the portfolio director for social and community impact at Nike incorporated. Heather ford, Nike native American network and biketown designer as well as oto ishkin, now considered a biketown designer.

Wheeler: There are two amazing looking bikes here in the chamber, and I guess we're going to hear about them, which is exciting. Good to have you.

Karol Collymore: Good to be here. Hello mayor Wheeler, commissioners, my name is karol collymore, I'm a social and community impact portfolio director at nike. I'm honored to help commemorate and celebrate native American heritage month. Thanks for having me again to talk about bikes. Nike is proud to be the title sponsor of biketown Portland's public bike share system that began in 2016. In partnership with lyft and Portland bureau of transportation we have supported the community and highlighted our commitment to make Portland more physically active, vibrant and innovative city. As many of you have seen, both in this chamber and around town, this year we have launched the biketown culture collection. Nike's limited edition bike wraps celebrate diverse communities and cultures of Portland. Inspired by our bike wraps which celebrate the lgbtqia community our black employee network made a request to have a bike wrap to celebrate black history month. The biketown team not only wanted to do this, but wanted to extend the offer to all our eight Nike employee networks and with that the culture collection was created. In collaboration with these networks we have celebrated these amazing designs that share their cultural reflection across campus at nike and throughout Portland. These bike designs have celebrated black history month, women's history month, military appreciation month, asian pacific islander and middle eastern communities, those experiencing physical and cognitive differences and latino heritage month. Today we're extremely proud to be debuting not just one but two native American heritage month bikes representing the northwest and the northeast. Both our designers are here today. But I would like to introduce heather ford, here today to talk to you about her design and inspiration and symbolism. We're thrilled to share both bikes today with you and have the bikes be a special part of Portland's native American heritage month celebration. Thanks to laura john, the native American liaison, for working with us for working on both bikes and thanks again for having nike and biketown here at this special moment for native American heritage month in Portland.

Wheeler: Thanks.

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Heather Ford: Good afternoon, mayor, commissioner eudaly, commissioners. I'm heather ford. I work at nike and i'm a member of the native American and friends employee network. I'm honored to attend on behalf of nike, biketown and lyft and be in the presence of the seven nation tribal leaders. I'm a member of the Haudenosaunee confederacy seneca tribe and have lived in Portland area since 2000. I'm proud to show you my design for native American heritage month bike. This bike is part of biketowns culture collection a series of unique bike designs celebrating diverse communities and cultures that make up the fabric of Portland. I hope this bike continues the conversation of the place of native American community in Portland while also showcasing our tribe art history. For my bike design I used elements from some of the more important Haudenosaunee belts that have a lot of historical significance not only for people, but for the united states on different parts of the bike. In the front of the basket you'll see the Hiawatha belt, which is also the Haudenosaunee flag. It symbolizes the unification of the original five nations Seneca, Cayuga, Onondaga, Oneida and Mohawk that make up the Haudenosaunee as well as each tribes part in creating a unified representative government one that our own u.s. government is patterned after. The sides of the basket people stand unified hand in hand representing an element taken from the Canandaigua a treaty belt that memorializes the treaty between the Haudenosaunee and the newly formed united states, it is a reminder that we should live in peace with respect for one another as two coexisting groups. The thin lines at the top and bottom basket are reminiscent of the Two Row Wampum Treaty, but also ribbon shirts which are traditional clothing items. The diagonal stripes on the bike bar are reference to the six nation belt which was created to memorialize when the original five nations accepted the Tuscarora people into the league of the Haudenosaunee. The rear fender also shows the dust fan belt depicting branches of the tree of peace also known as the ever growing tree. The branches stretch continually in both direction, a reminder to strive for peace, strength and longevity. The welcome belts are beautiful art but also visible reminders of living treaties, part of our nations history, they are a collective reminder that we should be constantly working toward unity, peace and respect. It doesn't matter if you don't agree with another person or group, you still have to be able to coexist and respect one another as living beings. Thanks to laura john the city's native American liaison and for being a partner in elevating stories of the native America communities and thank you for inviting me to this important event.

Wheeler: Thank you for being here. We appreciate it.

Collymore: Can I say something for him?

Wheeler: I would like to hear about the design. It's amazing.

Collymore: Odo designed this to represent his tribal background affiliation and he's an amazing human who made an amazing bike and we're really proud to have two bikes, one on behalf of you, one on behalf of heather.

Wheeler: It's really amazing work. Thank you so much for that. Thank you both. Commissioner hardesty had a comment.

John: Odo is a freshman at Portland state university. Grew up in Portland and just wanted to quickly acknowledge that he has family in the room. His grandmother loretta seaman here, who is also the mother of loretta Guzman who owns bison coffee, business owner in town. And --

Fish: Is that the one in cully that you took me to?

John: His mom sunshine Guzman who works for the Portland public schools indian education program for Portland schools.

Wheeler: Very talented family.

Hardesty: Thank you. I just want you to know how much we appreciate your art. Sometimes young people speak through their art, right, if they are not comfortable right in a space. I want you to know how loudly and proudly your art speaks to who you are and

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your culture and how much joy we're going to get in enjoying this bike around town. So thank you both for the creatives. Thank you, Karol, always a pleasure to see you. This is phenomenal work and I'm proud of all of you. Thank you so much for being here.

Wheeler: Appreciate it.

John: That concludes our presentation.

Wheeler: Very good. We'll get to council comments. Commissioner Fish.

Fish: Thank you very much, mayor. First of all I want to thank all of our leaders for joining us today. At the lunch I had the honor of joining our friends from the Umatilla. We took a straw poll after all the speeches and Asena Lawrence and I thought you gave the best speech at lunch but we were biased. We appreciated the opportunity to visit with you. The Umatilla I have had the honor of not only visiting the casino and the hotel, but I have also had the honor of visiting Crow's shadow. Crow shadow is for people that don't know one of the great printmaking shops in the world that happens to feature great native American artists. It is where you can find works by Joe Feddersen, James Lavador and Rick Bartow and others. We're blessed to have that great cultural resource. I understand earlier today you had a chance to visit Crystal Springs Creek, which was recently named as one of the top 10 finalists in all the national projects, global projects to address climate change. What's very exciting about that is it was a collaboration between the bureau of environmental services, the parks bureau, and by Army Corps of Engineers with strong involvement from the native community. I think someone mentioned earlier that when they were visiting salmon were spawning. Salmon had been spawning there for some time. We may expand our work there, but it is a gem. There are some other projects we have in the queue. We call them salmon sanctuaries. They require a lot of collaboration and a lot of intergovernmental negotiating. Thanks to the leadership of the people in this room and the collaboration we'll be tackling our next big opportunity, which is on Tryon Creek where we will be removing a culvert, building a bridge, creating safe passage for salmon. For those of us who live in Portland one of the things we're very proud of is we have more endangered species in Portland than any other city in the country. The first time someone told that to me I thought it was a criticism. I said, wait a second, we have endangered species actually thriving in Portland because of our forward looking policies and in particular it is putting salmon in a place of honor in terms of our work. We'll be doing a whole number of projects called salmon sanctuaries and I should acknowledge Senator Merkley has been our great champion in Washington getting money through the appropriations process with words and the Army Corps of Engineers and leaders in this room working with Laura have given us your blessing to continue with this work. The Portland harbor is our great collective opportunity moving forward. There are a number of folks in this room actively involved in trying to move that along. The mayor has asked me to take the lead on the cleanup. We're not going to wait another 16 years to show incremental progress. One of the few things we can say about this environmental protection agency is that they have said they are going to stand behind the \$1 billion cleanup and they are going to enforce the deadlines it make sure all parties come to the table. The truth is a number of the polluters are not willing to step forward and accept responsibility, and it would be unfair to put that burden on taxpayers and innocent parties, so it may involve some litigation, but we're doing design work now and we'll soon be doing demonstration projects and I'm very bullish about the future progress at the Portland harbor. I also want to mention Cully Park because that was in a presentation we had at lunch today. Cully Park has a native American gathering place. Truth is that despite our best intentions, it didn't quite come out the way we wanted. It prompted a number of hard conversations in the community about really what the expectations were and what the long term vision is and the parks bureau has taken those into account and we're hitting reset on that project. Laura, thank you for the work you've done helping us get there. We'll make a new investment in creating a native American

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gathering space that really is consistent with the original vision. I want to finally be the first among many to call out the work of Laura John. Commissioner Fritz and I were on council when this whole issue of having a tribal liaison leader was discussed and debated and agreed to. It took a little while on the rollout but I will tell you having served now for over ten years, a tribal nation summit and much of the consultation work now going on between the city of Portland and sovereign nations would not be occurring without Laura's leadership. What has impressed the heck out of me is that she has been working with different sovereign nations and urban Indians, many of whom have different and divergent interests, but she has maintained trust and confidence of all the parties, which is redounded to our collective benefit. It has allowed us to have celebrations like this. In conclusion, we welcome the admonition to be a good neighbor. That's a nice way of talking about what some of our goals are. We can build on this through all the work we do at the city in conjunction with each of you. Mayor Wheeler, you have made this a priority of your administration. And I want to thank you for leading us to this point where we enjoy such high level engagement and such constructive engagement around a shared future. So I'm very proud of this day and grateful for your presence.

Wheeler: Commissioner Eudaly.

Eudaly: Thank you, Mayor. Before I begin my prepared remarks I want to say I'm accepting all your invitations to come visit. I'll work with Director John on that. It's really important to get out of the city to gain some perspective and it's also vital that we work with you in order to understand and serve the needs and challenges of our native community. It's a pleasure to be here today recognizing Native American Heritage Month. This morning we welcomed tribal leadership to kick off the second annual Tribal Nations Summit. This gathering is -- I apologize if I'm lisping a little bit. I just got braces. This gathering is an essential part of the city of Portland's government relations with the native sovereign tribes and I would like to thank tribal leaders for joining us as we honor your heritage and work to build Oregon's future together. As transportation commissioner I want to say congratulations and thank you to artists Odo Ishkin and Heather Ford on the Biketown rack designs. These two designs recognize the diversity of tribal representation and they are really cool looking so thank you. I want to thank Karol Collymore, of course and recognize Biketown's accomplishments this year with their Culture Collection bike wraps, I'm a little sad that the year is ending and the collection is final, but what a wonderful note to end it on. The cultural collection bike wraps represent the communities and cultures that make up the fabric of Portland. I also want to thank Nike Native American Network for your work on this Native American Heritage Month wrap. Particularly Sam Mckracken and Cathy Baird. Thank you to everyone who made the culture collection happen including Pbot, Biketown, Nike, Lyft and community organizations and local artists who contributed celebration over the course of this year. Of course a special thank you to Tribal Relations Director Laura John for all your work. I hope you are soaking in this moment because none of it would be happening without you. Thank you.

Wheeler: Commissioner Hardesty.

Hardesty: Thank you. It occurred to me as I was sitting here as a brand new freshman legislator one of my first assignments was on the water policy committee. As a young urban legislator, I had absolutely no idea, as far as I was concerned you turn on the faucet, water comes out, good water policy, right? I had the privilege of working with a lot of Native American communities that helped me understand water rights in a way that I would have never understood just reading it from books. It occurs to me we talk about sustainability a lot, and we could learn a lot from Native communities about sustainability. When people plan for seven generations ahead, clearly they are thinking about sustainability in a way that Americans just can't or won't think about. And so I think the experts are all over this room about how we protect our waterways, how we protect our salmon, how we protect

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our way of life, and we just don't ask often enough to seek your wisdom and your knowledge so that we can actually learn of the traditional ways of actually protecting those important resources. So I just want to remind you that I'm always open to learning from the experts, and I know we have a lot of experts in this room. I appreciate each and every one of you making the time to be here today and I look forward to the work that we will get to do in the future. Thank you.

Wheeler: Commissioner Fritz.

Fritz: Thank you. It turns out so much better than you thought it was going to be. First I want to thank Patty Howard on my staff from day one who had previously worked for seven years with the Columbia river intertribal fish commission and its four tribes. I learned a lot from her and its Patty Howard who persuaded me to bring forward a resolution establishing this recognition of sovereign nations that we share this land with. Thank you to the grand ronde who helped me understand -- I remember chairwoman Kennedy coming into the Portland building where the training was held, the building under renovation next door, and I opened my mouth to say welcome and she said, welcome. I'm like, oh: Right. And that we need to remember when we are newcomers. Of course as an immigrant myself I do remember that. I also am very much aware of the horrible things that my ancestors did and I'm very sorry. It's -- it's perhaps also consolation that I'm remembered as not reprehensible but being not reprehensible in this particular incident means having started this program. Commissioner Fish, we have worked with three mayors, mayor Adams certainly supported this program then came paying off from the recession and there was a lot of pressure to get rid of the position when it first started. It was commissioner Fish who insisted that we keep it then who when mayor Wheeler took office really partnered with me in explaining why is this important. Why is this necessary. What are we talking about here? Then mayor Wheeler got it and hired Laura John, has supported this, has recognized in his role going around the world there's a world right here with many different sovereign nations and it's his responsibility as our mayor to take the lead in doing the visits and supporting the program. Want to thank Laura Campos, sitting in the back over there, who's a long time advocate in our community. Worked for the city of Portland a long time ago and now chairs the southwest neighborhoods, inc., equity committee and has been really instrumental in helping me learn about native people and my responsibilities to them. Cynthia Castro and Yesenia Carrillo on my staff worked really hard putting together some of the things for the tribal summit today and tomorrow. So I just want to acknowledge all of us are prepared to do some of the hard and basic work behind the scenes in order to be able to have celebrations like this and to have really deep and meaningful relationships. I also recognize that the kindness of the grand ronde and the warm springs tribes as we did the land swap in the Bull Run watershed and how my staff and I made mistakes and you were gracious and allowed us to continue learning how to do consultation and looking forward to the presentation on how to do that. On Tuesday the recognition that there are where tribal treaty rights exist we will acknowledge them. It's now in the city of Portland's charter and our city constitution 89% of the people said yes, we are recognizing that where tribal treaty rights exist we will honor them. They didn't need to do that because this is federal law. So we are going to follow the law upheld in the supreme court time and time again. Still it's nice to have it locally written in our local constitution as well as part of the federal mandate. Again, thank you very much for all that you have helped us all accomplish.

Wheeler: I would like to thank our tribal nation leaders for joining us for this important summit for speaking here for some of you for the third time already today. I thought it was so important that you able to share your wisdom with the broader community. I would like to thank Jeff and James for reminding us of the incredible contributions of native Americans throughout our community. They just serve as a small representative but an important

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subset of the broader native community, native American community and the incredible, incredible contributions that they make. Karol, it's always fun and interesting and productive when you're here sharing your latest innovations. Heather, I want to thank you for your incredible designs and sharing those incredible designs with us today. It was said this morning that every day is a good day to recognize, reflect on and acknowledge the important contributions of the native American people in our community and to better understand that history, but this is obviously especially true during November, which is native American heritage month. November has been nationwide seen as an opportunity, an opportunity for us all to reflect and to celebrate the traditions and the diverse cultures of the native people. It's also time for us to raise awareness of the very serious obstacles and challenges that are faced by native American people not only in the past but here in the present. We have to take steps to actually work with our native American partners to collectively address the issues in the community. It's a time to observe, to honor and respect the achievements, beliefs, and the values of the native people and to appreciate and recognize their many contributions to all of our lives. While November is important, all year is important. I want to respect that and I also want to state that clearly. Laura, I have learned a few things as mayor. One of the most important things I learned as mayor about leadership is that the highest form of leadership that one can provide is to surround themselves with really good people then let them do their job. You have done that. I want to acknowledge as well as all of my colleagues and as many people did this morning that you have really been a linchpin in helping us to establish these important relationships that I hope bear fruit for many years to go. To help celebrate our coming together for this tribal summit and in honor of indigenous peoples I would like to share an official proclamation on behalf of city council. This is what it looks like. As you can see it's in 4-point type so I'll do my level best with the eyes that I have but this is a reflection of values on the part of the entire city council and by extension from the entire city of Portland to acknowledge this important moment. Whereas the city of Portland now rests on lands at the confluence of the Willamette and Columbia rivers, a major crossroads for the economic, social and political interactions of the tribal nations for thousands of years; And whereas native American people who have been here since time immemorial continue to contribute immeasurably for our city's heritage distinguishing themselves as scholars, veterans, teachers, athletes, artist, entrepreneurs and leaders; And whereas the American Indian Alaska native people of the Portland metro statistical area is over 50,000 people descended from more than 380 tribes or bands from across the nation; And whereas the city of Portland supports in concert with its tribal partners efforts to preserve for tribal members and their descendants' rights secured under Indian treaties, executive orders and benefits to which they are entitled under the laws and constitution of the United States and several states; And whereas the city of Portland recognizes that native Americans are carriers of important knowledge and wisdom about biodiversity, conservation, and are stewards in protecting the environment through a long-standing sense of duty and commitment that can help inform the city's climate actions; And whereas the city of Portland supports a buy native moment to support economic sovereignty by spending with local native American owned businesses that helps build in cultural, social and economic opportunity and prosperity; And whereas our local native American community continues to contribute to the cultural fabric of the city of Portland through many events throughout the year such as traditional powwows, celebrations, active community organizations and civic engagement; And whereas the city of Portland strives to enlighten the public towards a better understanding of American Indian and Alaska native people to preserve cultural values and otherwise to promote the welfare of native American people; Now, therefore, I, Ted Wheeler, Mayor of the City of Portland, the City of Roses, do hereby proclaim November 2019 to be Native American Heritage Month in Portland and encourage all residents to

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observe this month. [applause] we have had a request for a photo, so maybe we'll just get as many people as possible to gather around and do our best to take a good photo, everybody smile.

****: You all look great.

****: Thank you, everyone.

****: Thank you.

Wheeler: I would like to thank everyone for being here for this important proclamation. Thank you for being here for the tribal nations summit. We look forward to the next day and a half. We'll take a five-minute recess so people have the time to move to their next event. Thank you. We're in recess.

At 3:08 p.m. council recessed.

At 3:14 p.m. council reconvened.

Wheeler: Karla can you call number 1027.

Item 1027.

Wheeler: Colleagues, this report is not quite ready there are a few adjustments that are going to be made so I'm going to pull that back to my office. We have one item carried over from yesterday -- yes, yesterday's agenda, which was 1025. I'm going to pass the gavel to the council president to continue this item.

Fritz: Could we have staff come forward, please? And could you read the title, please.

Item 1025.

Fritz: Commissioner eudaly.

Eudaly: Well, we're just going to hear from staff on the issues that were raised yesterday and hopefully we can vote today.

Marty Maloney, Portland Bureau of Transportation: Good afternoon, mayor, commissioners. Marty Maloney, with pbot right of way, I'm accompanied by Steven Szigethy the southwest capital project manager and Dave Maggolini, the right of way supervisor for pbot as well. This agenda item was held over from yesterday to give me an opportunity to reach out to two of the four remaining property owners with permanent right of way needs on the property which I haven't received an email, phone call as of yet. I spoke to one of those property owners today and answered questions about the project and relayed the need for private property rights and he understood the need of the project as a whole. The other property owner I e-mailed and called yesterday and today, and I have not been able to get in contact with him. I will continue to try to get hold of him in the near future. To add Steven Szigethy had during preliminary outreach had actually spoke to this property owner and let him know that there would be property rights necessary, from his property as well as some of the details of the project. Just to let you know that as well. Just also reiterate that all property owners received certified mailings of the general information packet that spoke about the project needs and the private property rights that were associated. All mailings had maps showing exhibits of this area in question. I guess I can answer any questions if council has any.

Fritz: That answers all my questions. Thanks for going above and beyond the minimum requirements to contact these property owners. I know you do a good job of it routinely. Yesterday as council president I forgot to ask if there was any public testimony. That was partly because I looked around the room and it was clear that there wasn't. Was there a signup sheet?

Moore-Love: There was and that person had already left.

Fritz: Would anyone like to testify on this today? Please call the roll.

Eudaly: Aye. **Fish:** Aye. **Hardesty:** **Wheeler:** Aye.

Fritz: Thank you, mayor, I continued the item from yesterday. I appreciate that. Thank you for due diligence and thank you for your patience, commissioner eudaly. I'm really looking forward to this project going forward. Aye. With that we are adjourned.

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At 3:17 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.**

November 7, 2019 6:00 p.m.

Wheeler: Good everybody, thank you for your patience we are working out some issues here, we're all part of a big experiment tonight. Good evening I'd like to welcome everybody. Thank you for joining us here tonight. My name is Ted Wheeler I'm the mayor of the city of Portland, I'm joined by my colleagues Jo Ann Hardesty and Chloe Eudaly who are city commissioners, I'm expecting commissioner Fritz to walk in any moment, she called me and let me know that her bus was delayed, but she is on the way. I'd like to thank staff at Portland community college's southeast campus for graciously hosting us all tonight. One of the values that we hold as a city is an inclusivity and we're here tonight because we believe that east Portland is the heart and the soul of Portland and my goal as mayor and the goal off all of our commissioners has been to work day in and day out to do what we can to improve the life of all Portlanders. Two nights ago I had the privilege of being in east Portland with representatives of the city what we were working on around livability issues and some of the public safety issues and tonight we'll be sharing new projects that will improve the lives of those who are in the community in a couple of different ways. Portland has long been seen as a leader when it comes to addressing climate change and your going to hear some updates on our latest climate action proposals that effect all of Portland and certainly includes east Portland. I always enjoy my time here and I look forward to the conversation tonight. This is part of an effort that my that my colleagues and I have wanted to undertake for some time to get out of city hall, typically we have our meetings in city hall they take place during the work day and there's a lot of people that can't come to city hall in downtown Portland and there's a lot of people that can't during the work days, so its my goal to try at least one a quarter to have us out in the community, meeting in the community and having an opportunity to share our ideas with sort of people who ordinarily might not have that opportunity so that is the spirit in which we're here tonight. Commissioner Fritz we just started, so with that I will call us into session. This is the Thursday November 7, 2019 evening session of the Portland city council, Karla can you please call the roll?

Eudaly: Here. **Fritz:** Here. **Fish:** **Hardesty:** Here.

Wheeler: Here and now I'll turning over to legal Counsel and she'll read some of the rules of order and decorum.

Naomi Sheffield, 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 meets so everyone can feel welcome, comfortable, respected and safe. To participate in council meetings you may sign up in advanced with the clerks office for communications to briefly speak about any subject, you may also sign up for public testimony on resolutions or the first reading of ordinances. Your testimony should address the matter being considered at the time, if it does not you may be ruled out of order. When testifying please state your name for the record, your address is not necessary. Please disclose if you are a lobbyist, if you are representing and 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 and yellow light comes on, when your time is done a read light goes on. If you are in the audience and would like to show your support for something

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that is said please feel free to do a thumbs up, you want to express you do not support something, please feel free to do a thumbs down. Please remain seated in council chambers unless entering or existing. If you are filming the proceedings please do not use bright lights or disrupt the meeting. 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 and we are trying a slightly different format tonight sense we are in east Portland we wanted to hear from some representatives of east Portland, Portland community session by hearing from them, thank you.

Sarah Tillery: Thank you, my name is Sarah Tillery, I'm the interim dean of instruction at the southeast campus here. The southeast community has really grown this campus, the southeast campus at Portland community college is the most diverse college campus in the state of Oregon and we are happy to have our city council here today and thank you for coming. At pcc we are dedicated to student success and are always looking for ways to help our students complete their education and our local industries find qualified employees. Part of mission is to make sure that all of our students leave college with an understanding of their power to shape their community and our world. As you all are discussing the sustainability on the city council we are happy to be in partnership with you, to share with you some of our environmental stewardship goals, I have a student leader with me, this is Avi Taylor and I will let him introduce himself.

Avi Taylor: Thank you Sarah, welcome to pcc southeast, my name is Avi Taylor and I am a student leader here on campus. So as students we have invested our own student fees to ensure our college is pursuing sustainable policies and practices. Over the last eight years students have contributed over \$1 million to support projects such as our cycle center, our learning gardens and removing plastic bottles from our coke contract. My favorite part is that any pcc student can up with an idea and apply for a grant to make pcc more sustainable, often with this type of work it is hard to see the direct impact, but at pcc we see our work in action everyday. Students can also participate in the faculty committee, sustainability curriculum, we are greening our education in programs like hvac and refrigeration, restorative agricultural and auto mechanics. I'm proud to be at pcc where a project like our 4th and Montgomery building is on track to be gold lead certified. and I just want to say thank you to our city commissioners and mayor wheeler for setting example in environmental sustainability with housing concepts, transportation planning and much more. We cannot be satisfied with these accomplishments but continue to fight for bold change. Students and elected officials need to lead together and I am grateful to live in a city and to go to a school that is modeling the way for our country. Thank you. [applause] I would now like to introduce climate leaders who work in east Portland and on the Portland clean energy fund. [applause]

Wheeler: Welcome and thank you.

Jose Velasquez: Hello -- sorry about that. Hello council members. My name is Jose Velasquez. Welcome to east Portland where I live and work, I'm an organizing fellow with opal environmental justice of Oregon. On behalf of the Portland clean energy fund community coalition I'm honored to help open this meeting today. It is good to see our elected representatives in east Portland, well, on the boarder of east Portland, 82nd avenue is dividing line between Portland that has plenty of sidewalks and street trees and the east Portland communities that have brownfields and urban he islands. On this side of the street, youth attending Portland public school get free bus passes across the street David Douglas and Parkrose schools districts get transit pass budget cuts. On this side of 82nd

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there is robust transit infrastructure, across the way, we lack basic bus service, bike lanes and sidewalks. East Portland is where immigrants, youth, communities of color, low income folk and seniors live. Our communities face on-going displacement, we are the front line of equity and equality and environmental degradation. We are climate justice communities, the poor quality of urban environment makes us healthy, our asthma rates are higher, our birthrates are average lower, our youth and seniors are more vulnerable to air quality impacts. All this because Portland was zoned from the very beginning to exclude communities of color and we still suffer from that legacy today. The primary reason why communities of color, low income folk, folk like me built clean energy fund, the clean energy fund was because we know our communities need. After years of asking for decision makers to deliver on our needs to invest in our communities, we decided to take matters into our own hands, we spoke for ourselves, we faced steep opposition, we were told it was impossible, we did it anyway and we won. One year ago -- [applause] One year ago in November of 2018, 65% of Portland voters stood with us and our vision for a just energy transition, a clean energy future that leaves nobody behind. Thank you for coming to east Portland. Thank you for showing up in our neighborhood. Thank you for coming out and putting together a series of climate actions that represent partnerships with communities of color, including strong pcef community member appointments, the roseland initiative and zero city's project. Thank you for listening to us and for following through with what we started. Welcome to east Portland, commissioners. We hope you return frequently and co-creating policy with us. We are building a new way of doing politics for the common good. We are a new progressive community working together for solutions that put people first. We have the most to gain or lose from the decisions made here. We can choose the decisions that most benefit our communities and we can do it together. Thank you.

Wheeler: Thank you.

Damon Motz Storey: Good evening, commissioners. My name is Damon Motz Storey. I use he/him/his pronouns and they/them/their pronouns. I'm the healthy climate program director at Oregon physicians for social responsibility and it has been long my honor and pleasure and privilege to get to support the Portland clean energy fund coalition since we joined its steering committee in 2017 and so as you know its been a long time in coming and so today a one year and one day after its passage is a pretty momentous occasion and it is amazing to be here and look back at what we've been able to do together. I really want to underline and support what Jose is saying about this tale of two Portland's. When I moved to the city, it was to the quaker voluntary service house on 84th avenue. Just a short walk from where we are right now and I remember feeling like there was this big discrepancy between the -- that was shown on Portlandia and my neighbors. And so I think it's wonderful we're holding this session in this space and like Jose said I hope this is the first of council sessions that happens this close to 82nd avenue and maybe we hop over the line and go further east.

Wheeler: Thank you. Appreciate it.

Motz Storey: And just a few more things to say. Climate change is something that is deeply personal to me. My own mother had to quit the love of her life's work, her vocation of being a hospice chaplain visiting people in their homes because her own multiple sclerosis was so exacerbated by extreme heat, that she couldn't be doing home visits in the summertime. To me, that under scores both the fact that climate change is happening now and impacting people now and it is particularly impacting people's health and that's why I do the work that I do with physicians for social responsibility. It means a great deal to me. And for my fellow siblings who are lgbtq, they experience a much higher rate of homelessness. 40% of homeless youth are lgbtq. And so I want to bring all of these into mind as we think about who is benefiting the most from Portland clean energy fund

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projects and why it is we work on climate action issues in a wide variety of ways. So those are some of the reasons why it's deeply personal for me. And one more thing I'll say also is it's been very interesting to me. Oregon physicians for social responsibility is primarily pretty privileged group, there are a lot of older, wealthier predominantly white doctors and nurses and other health professionals that make up our membership. And we deliberately and intentionally set out on a course of saying we want to add our privileged voices to the leadership of campaigns and causes led by communities of color and that's we've been involved in Portland clean energy fund and I think we all can agree that is a model that is extremely successful. And this really represents a new way forward, a kind of a brave new world of policy making and I'm excited to keep on showing up in that way and encourage other predominately white organizations to do the same. Thank you so much for hosting this session here and it's an exciting day. Thank you.

Wheeler: Thank you. We appreciate it. Thank you, both of you. I don't know if anybody has opening statements or we can jump right into business. We'll get to the business at hand then. Could you call item 1029.

Item 1029.

Wheeler: Colleagues today the city council announces the final four members of the inaugural Portland clean energy community benefits fund otherwise known as pcef committee on the one year anniversary of the passage of this historic measure. Before we meet the final four members, I want to thank all of those who supported and voted for the Portland clean energy community benefits fund initiative. The Portland clean energy fund is a testament to the power of community and our city's belief in doing things in a different way. This is a model for inclusive climate action. The initiative, part of our city's continuing commitment to be a climate leader nationally and globally shows that Portlanders are willing to come together to make our city greener and our workforce more diverse. The November 2018 elections showed us the Portlanders vote for and believe deeply in climate justice. We can build our communities and address our climate without sacrificing one ideal for the other. I'm incredibly proud that we take another step to implement this initiative today. Sam Baraso from the bureau of planning and sustainability is here to provide us a brief update and help introduce our final four appointments. Sam, why don't you come on up. If the appointees want to come up as well, that would be great. Your show. I'll let you work -- we didn't rehearse this.

Sam Baraso, Bureau of Planning and Sustainability: I counted the seats, mayor Wheeler, commissioners thank you for inviting me to the stage this evening of the my name is Sam Baraso and the program manager for the Portland clean energy fund. I'm excited to be here celebrating this occasion for numerous reasons. The first of which we are out in community. This measure was a beautiful display of the power of community organized to solve our generation's greatest challenges and so this symbolism of being out here for this day is not lost on me and I thank you all for making this happen. As you all said and you noticed, this is one year and one day anniversary of the passage of the measure. Finally, we get to see one of the most diverse, powerful and talented committees I've ever had the fortune to engage. Before I kick off the presentation, just give you a sense of what we're talking about, just provide a high level overview of the time line for the Portland clean energy fund. Explain a bit about the role for the Portland clean energy fund committee, describe the recruitment process and then we'll have Shanice Clark, one of the first five appointments that you all made join us to speak about the committee discussions they engaged in to nominate the next four that are going to be coming in front of you today. I'll ask the four members to come up and share a little bit before inviting some invited testimony, if that works. With that, I want to go ahead so I'm not sitting alone and invite Shanice Clark to sit up here with me who's one of the first five members. To provide a high-level overview. Starting next Friday, we're moving quick. November 15th we'll begin

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working with the nine members on the committee on content briefings, identifying program goals, metrics, grant criteria and processes. We're going to do this over the next four months with a plan to put out solicitation for grant proposals in early spring. We anticipate a 60 to 90 day open application period, followed by a combination of staff, technical and community review before beginning evaluations with the committee in summer 2020. We're moving incredibly quickly. We're pushing every gear in the city and move as fast as possible. Then we anticipate bringing the committee recommendations for funding to you all. In late summer early fall 2020 with an expectation of announcing grant awards shortly thereafter and through all that, a whole range of public input, workshops and capacity building to get folks ready to apply for those funds. The role of the grant committee falls into a few categories. One they'll be developing the grant criteria, they'll be reviewing the proposals ensuring program accountability in the intent and purpose of the initiative and the their going to be sending funding recommendations to city council for approval in late summer, early fall 2020. To get to the grant committee that you'll have in front of you today, the bureau and planning sustainability worked in collaboration with the office of community and civic life to solicit applications. We had a robust recruitment where we solicited over 113 applications from mid-May to late-July. We brought together a selection advisory committee comprised of city staff and a community member to help narrow the pool of applicants for city council staff review based on a set of criteria set forth in the language and codified in the city code. So what that is, is essentially anyone that wanted to be considered had to both show a demonstrated commitment towards the climate action plan as well as a demonstrated commitment towards community empowerment of those historically underserved. And then we had specific criteria which are laid out there in the boxes which we needed deep expertise in residential renewable energy and efficiency, commercial renewable energy and efficiency, minority and women-owned businesses, local food and green infrastructure as well as innovative financing tools and we needed to have two members be east of 82nd. We worked with your staff and you all in order to select the first five which I have sitting over here to my right. And then right and then those five came back right before that process, we did a specific direct solicitation for minority and women-owned contractors, we didn't have robust enough entities. Once you all appointed those folks on September 25th. We brought them back together on October 10th to figure out how they were going to go about deciding the nomination process. They decided to use essentially -- they decided to reference the list that was recommended from the selection advisory committee to choose the balance of their committee members. And it was a robust discussion and so as we turn it over to the next slide to speak a little bit about this process, I really want to turn it over to shanice who is a critical part of the conversations along with the other committee members.

Shanice Brittany Clark: Thank you, Sam, mayor wheeler, commissioners, for the record my name is Shanice Brittany Clark and I am a member of the pcef committee and taking great pride in sitting alongside 8 members of our community who have pledged to co-create this clean energy future we're talking about and address social and economic and equity for women and communities of color, so I want to talk a little bit about how we arrived here and that commitment through that selection process what the initiative states reflecting racial, ethnic and economic and diversity in the city of Portland and including those east of 82nd. So Sam just shared some of those layers of expertise that we wanted to make sure were centered and identified in the process and through our deliberations, committee members identified that Ranfis Villatoro as an individual that carries wide range of experience including fund-raising, program development, workforce development, work with the guiding coalition of the initiative and is also a resident east of 82nd. And also, we had discussion around faith graham bringing experience to health, water, affordable buildings all to the pcef committee and she brings experience as an attorney and serving

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on local committees and boards. Andrea Hamberg is a local professional who is rooted in anti-racist work and brings a public health planning perspective that the committee sees as valuable to the work that we're getting ready to prepare for. And a community member, Jeffrey Moreland jr a community member who we recognize brings that minority contracting experience and the company he represents does right of way excavation work and not expected to participate in pcef projects and we spent sometime talking about that in our deliberations as well. So the selection process really truly elevates diversity representation thoughts, background and expertise to the committee. Meanwhile the process did present a challenge because we had many qualified folks of color who have potential conflict of interest due to being associated with organizations that will engage with the pcef funding process. So, given the membership of the committee and acknowledging that we are lacking representation from our native american and indigenous community, we wanted to give a few asks and one we all know that Ranfis Villatoro, Faith, Jeffrey and Andrea are folks we would love to join us on the pcef committee and also we would want to ask the city council to work with us to identify a thoughtful strategy to continue building capacity for voices and expertise and lived experiences from the native and indigenous communities of color who our city serves and main being to have a space for folks to influence the process, engage with our meeting spaces without having to forgo the opportunity to apply for funds and just strengthening those pathways outside of committee membership for relationships and tension and making sure that vision and clean energy future is still with and in coalition with the communities it's intended to serve. That's all I have to share about our process.

Wheeler: Very good. Thank you. And I have a thought with regard to reaching out to the indigenous communities native americans. We're actually right in the middle of our annual city of Portland tribal nations summit. And so we actually have representatives from all across the pacific northwest here in Portland for the next 48 hours or so. And so what I can do is actually have somebody on my team push this out tomorrow and see if we can't build some connections and potentially generate some enthusiasm for more applicants. Would that be helpful?

Hardesty: Excuse me, mayor?

Wheeler: Commissioner hardesty.

Hardesty: Thank you, mayor. The measure stated the number of committee members that would be assigned to be on the pcef board. So I don't think we want to add an uneven -- I mean, an even number. There is a reason why there are 9 members as compared to 10. So my question is really there were four slots left. You could have chosen to save one of those spots so that you could actually have recruited and added a native american indigenous voice to the committee. And you chose not to do that. So would you want to speak to that?

Clark: Of course. I think we were making sense of what that would mean for our timeline in moving forward with the charge of creating grant criteria on this timeline piece. So I think there was discussion around choosing the members who best meet the needs of the work that we need to do and thinking about other pathways that we can continue to build capacity and relationship with indigenous community, but that's helpful to understand that is a space that we and potentially in the future can consider with how members are selected and how the time line can look. But, yes, we didn't necessarily process what that could look like to not choose one member and leaving that slot for the native and indigenous community given the timeline.

Wheeler: Commissioner Fritz.

Fritz: And as commissioner Hardesty said that would then have an even number on the committee which might make things challenging. You mentioned ranfis lives east of 82nd. Who is the second person that lives east of 82nd?

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Baraso: Michael Hill is one of the original five that is east of 82nd.

Fritz: Fantastic. I was asked at the bus stop by the east Portland action band. I said I will find out. Thank you.

Baraso: And I should add staff is now working on options to come back to the committee to present how we bring some of those additional perspectives. We recognize and I think Shanice you did a great job of acknowledging it is not the same to not have someone on that body. We are working with the city's tribal affairs director, Laura John, to start thinking through the options and we will be connecting with folks. Our next opportunity will be in two years where we have the first opportunity to explore whether a vacancy presents itself.

Wheeler: If I could also -- people's circumstances change, people leave, people have to step down for personal reasons. So I would encourage you to continue to work with Laura and she can work with some of the tribal leadership. Commissioner Hardesty, did you have another comment? Great. Thank you.

Hardesty: Thank you, well done.

****: Thank you.

Brittany Clark: Thank you.

Baraso: With that, I would like to invite each of the appointed committee members to share a bit about their interest and excitement in serving on the inaugural committee. So I'll invite Faith Graham, Andrea Hamberg, Jeffrey Moreland Jr and Ranfis Villatoro here. We'll start there and come down this way.

Andrea Hamberg: Thank you, Sam. Mayor, commissioners. For the record, my name is Andrea Hamberg and I am thrilled to be here with you tonight. The success of this measure at the ballot box was one of the first things to give me hope of collective action in a long time. Our changing climate is an unfolding public health and environmental justice crisis. This moment of change also offers us a tangible and meaningful opportunity to create healthier, more just neighborhoods with benefits such as safe places to bike and walk. Clean air, reduced home energy costs, living wage jobs and parks and green spaces for all of us. I am so excited about the opportunity to work with all of you, all of my committee members and all of the members of the Portland clean energy fund coalition who got this ballot initiative on the ballot and over the finish line, as we develop and implement a collective vision for our new energy future and do so in ways that follow the leadership of impacted communities and build equity, resilience and economic stability for our whole city. Thank you.

Wheeler: Thank you.

Jeffrey Moreland Jr: Hello, everyone. Mayor Wheeler, commissioners. For the record, my name is Jeffrey Moreland and I'm excited to be part of this committee. What excites me about this committee is our values and interests align. As Shanice mentioned earlier, I am a minority contractor in the community. So, I understand the challenges that have judicially kept people of different backgrounds locked out of this industry. I believe this committee has the potential to do great things in correcting those issues and start a winning tradition of inclusion and economic empowerment for those that have been traditionally excluded. I am very impressed with the diversity of the community that's been assembled at this point and look forward to working with them in the future. Thank you.

Wheeler: Thank you.

Faith Graham: Now it's on. Mayor Wheeler, commissioners, for the record, my name is Faith Graham. I want to thank you all, Mayor Wheeler, commissioners, the wonderful PCEF staff and most especially the existing five committee members, thank you. Thank you for this opportunity and for your leap of faith in me a white lawyer lady. As Shanice mentioned that's a complicated decision to make. I appreciate the opportunity and hope to live up to everyone's expectations. We are in this climate crisis together and while that is undoubtedly true. People living with low incomes especially black and brown communities

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are most often impacted first and worst by the harmful costs of our fossil fuel-based economy. I've been part of well intentioned environmental programs both here in Portland and other places and perhaps many of all of us here have. Where equity was an after thought or something we would get to when the program was up and running. Maybe we were rationalizing that market transformation would somehow spread the benefit to everyone. In most cases, however, the results for people living with low incomes and communities of color, those benefits were meager at best and down right harmful at worst. To get different results, to get energy equity, housing security, economic opportunity for those who need it most on a thriving planet, we have to start with different design and we have to recognize different experts. Those closest to the problems are also closest to the solutions. I'm deeply grateful for the hundreds of community leaders, the beautiful faces on the opening slides that made the clean energy fund a reality and put Portland on the map not only as a climate leader, but one that is pioneering social justice as a pillar of climate action plan success. I'm excited to listen deeply. To learn from community experts and to support community leaders as we invest in our place, our neighbors and our future. Thank you very much.

Wheeler: Thank you. Good evening.

Ranfis Villatoro: Thank you, commissioners, mayor. My name is ranfis Villatoro and I want to first thank the many leaders who dreamed and conceived the Portland clean energy fund, I also want to thank the many voters who overwhelmingly voted to make this dream a reality. I also want to thank the steady team of leaders that have helped continue to shepard the initiative to this phase. I am humbled and honored to be nominated to be nominated for the east of 82nd seat. I will make a personal commitment to represent this seat well and set the foundation for future leaders. Whether they be fresh out of David Douglas high school, living in our retirement centers, a monolingual Spanish speaker, a business owner on 82nd, a transit-dependent worker, a single parent mother facing displacement. To be able to call this seat their own and see themselves in this seat, I make this commitment because I believe that only together we shall overcome. Only together we shall overcome systemic inequality, only together that we shall overcome climate change, only together we shall overcome the disparities we continue to see on our construction projects on our work sites. So I'm humbled and honored to be here and I will continue to take that energy and commitment to see that next phase. Thank you.

Wheeler: Thank you.

Baraso: With that, I think the folks here and I have a few invited speakers to come up and share a little bit about their thoughts.

Wheeler: Could I ask one question please? Jeffrey, could I ask you a follow-up question? You spiked my interest when you talked about inclusivity and active engagement around contracting. What do you see are some of the opportunities as far as economic prosperity or where do you see some of the opportunities of either contracting or workforce development? What is the lowest hanging fruit at this point for pcef?

Moreland: For pcef I would say the lowest hanging fruit is getting people in the workforce, I think the workforce is the foundation of getting inclusion. Getting people actually well paying jobs so they can start influx of money into their communities is the lowest hanging.

Wheeler: Are there certain areas in particular for solar technology retro fitting energy efficiency. Do you see certain areas given your expertise that would be logical first places for us to look?

Moreland: Most people in minority community are carpenters by trade. So I would say housing is usually where you see a lot of diverse workforces. So if you have any vertical construction such as with this committee will be voting on, I think that's the best way to get people in the community engaged is through carpentry.

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Wheeler: Great. I appreciate that. Thank you. Thank you, all. [applause] We'll probably talk about you more when we cast our votes as well.

Baraso: I'd like to bring a few invited speakers up here. I'm going to call the folks out. Jenny Lee from the Asian Pacific American Network of Oregon, Anissa Pemberton from 350 pdx, Nate McCoy from national association contractors of Oregon I might now have Nate and Taren Evans from the coalition of communities of color.

Jenny Lee: Thank you, Sam. Good evening commissioners, Mayor my name is Jenny Lee and I'm here on behalf of apano. Mandatory disclaimers as a registered lobbyist and apano is also on the steering committee for the Portland clean energy fund and coalition. Also on the steering committee for the Portland clean energy fund coalition. Thank you so much for joining us here tonight in the jade district. Orchards of 82nd, apanos home is just across the street and I'm delighted to welcome you here to our neighborhood. We're proud of the work we have done in the jade to build a resilient and healthy community, through our place based work we are addressing health disparities, economic disparities and a lack of resources for our families and communities. And over the years, we at apano have seen with strong city and community partnerships, we can build healthier, safer and greener communities. I'm here tonight in that spirit. Just over one year ago, Portland voters did something historic. We passed the first environmental initiative led by frontline community organizations and I'm very proud to have been a part of that campaign. One of the priorities of the initiative was rigorous community-based oversight provided by a grant committee to be composed of members that represent the diversity of Portland including racial, economic and geographic diversity. And tonight, we are so pleased to see the soon to be appointment of the final four committee members. This process has yielded outstanding results. In collaboration with the city we have recruited far and wide to bring candidates who met the standards set forth in the initiative and I believe as you've seen the qualifications and experience of the 9 members have been truly exceptional and exceeded I can say at least what I had hoped for to see this composition of individuals representing so many communities of this level of technical expertise and lived experience is just really a fulfillment of what we worked so hard for last year. So I'd like to thank the new members in advance, serving on the grant committee is no small commitment, developing a grant framework to create green energy and living wage jobs for underserved Portlanders in a way that honors the spirit and vision of justice of the initiative will take a great degree of time and talent. I am confident with these final four committee members that we now have the range, knowledge, vision and talent we need to make the fund a success. We're grateful to the members for sharing their experience, expertise in vision and building this historic program. In particular, I'd like to lift up the importance of their experience and minority contracting, healthy housing and the intersections of labor and environmental justice. We know we will need to make sure we bring other relevant experiences and knowledge they are heard as the committee begins its work. I'd also like to lift up the need that you and the city and current grant committee members have recognized about indigenous representation and leadership and we look forward to continuing to work on that. We offer our support in building deeper community connections and I am confident all of us here tonight along with our partners will do the same. So we only got here through a strong partnership with the city including commissioners, staff and bureau employees. We've hired program staff with deep community ties and we are all prepared now to support the grant committee and program development. We look forward to this partnership continuing so we set the committee members up for success. We need to work that the communities that the funding is intending to serve have the capacity to benefit. So we on the coalition side are keeping busy ensuring that all of Portland's communities will have the ability to realize their vision for how they want to see clean energy and good jobs look in their neighborhoods for their families. So thank you, again,

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for the opportunity to celebrate this first phase of the Portland clean energy fund and for your work to build this committee. I hope that in one year or so we will be back to celebrate again having already made critical investments in our communities and I'm confident with our on-going hard work that we will have seen real movement for climate justice in one year. Thank you.

Wheeler: Thank you. Appreciate it. Good evening.

Anissa Pemberton: Good evening, mayor and city commissioners. I'm grateful for the invitation to speak with you all today. My name is Anissa Pemberton and I use they/them pronouns. I am the just transition and equity organizer at 350 pdx. We recognize climate change is happening now. We also recognize that it is already disproportionately impacting those on the margins of our Portland community. One year after the passage of this ballot initiative, we are appointing the final members of the Portland clean energy fund grant committee. I am so pleased to see the wide array of skills and perspectives that will be at the table and I'm so excited to see them recommend applications for grant funds for the Portland clean energy fund, I'm also really appreciative of the council being in this space, in this community tonight, I live very close to this campus and I feel proud seeing east of 82nd represented. Last time I gave testimony I shared that I grew up in rural Illinois in an industrial agriculture town that was extremely polluted. Today I wanted to share with you my lived experience as a working class, person of color in Portland. When I first moved here, my partner and I could only afford a very cheap apartment in southwest Portland. I actually rode the bus with commissioner Fritz, funny story. The heat of the summer and the cold of the winter could be felt through the single pane out dated windows. We had poor insulation. In the seasons when we most needed relief from the impacts of climate change, we were unable to get it because of our infrastructure and when we did try to heat and cool our apartment it cost us \$300 a month, so we went into pretty hard credit hard debt trying to survive that. I have the privilege of a college degree and so I was able to move into a higher income bracket, but the debt follows us, it follows a lot of people in our economy wages are low and debt is really high and when the gap between the rich and poor is growing as you all know. The reason I share this story is it's similar to the people who will be impacted by the Portland clean energy fund, except I hope they have a different ending than me. The Portland clean energy fund is meant to solve these problems for working class, poor people, for women or LGBTQ people and it's really meant to update the multi-family apartments that the working class is living in, in Portland and already struggling to afford. It is a truly intersectional program that touches the inequities of race, class and gender and it really recognizes that U.S. unemployment while it's currently low, under employment is a huge problem in this country. As we celebrate today, I hope we all hold close the impact that the Portland clean energy fund will have on our most vulnerable communities. The Portland clean energy fund coalition and the city of Portland has accomplished really great things together, we've hired very skilled program staff and recruited awesome grant committee members who will safeguard this fund. It is now our shared responsibility to support these extraordinary people and do what we can to clear obstacles in the path including incorporating the voices of indigenous people. It also means we need to put our trust in decisions and identify outreach experts and offer capacity and expertise. We must focus on shared efforts to build capacity in the community that the clean energy fund is intended to primarily benefit. The pcef program staff at the bureau of planning and sustainability are doing excellent work already in partnership with our coalition and our coalition intends to continue supporting the implementation efforts for program launch. Thank you for inviting me to give testimony today and hearing my story, this is a moment we can take great pride in and I'm excited to see how this program shapes up. Thank you.

Wheeler: Thank you, commissioner Hardesty.

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Hardesty: Mayor, may I ask a question? Annisa thank you so much for your presentation. I actually had a question and only because you brought it up. One of the biggest challenges with weatherization and making apartments in east Portland energy efficient will be how do we prevent displacement after we do this fabulous job of making those properties so that people aren't spending a small fortune for heat in the winter and air in the summer? Have you been thinking about this? I've been staying awake at night. There has to be a way we can make the investment without losing our family housing at the same time.

Pemberton: Yeah. I totally agree. My understanding is the legislation a -- jenny can use the right legaleze for this. Includes a guarantee that landlords cannot increase their housing over a certain amount or the cost of housing over a certain amount and kick out the people. It is a concern that when you upgrade weatherization, the property is worth more. So then they could do that. Jenny do you have anything to add?

Lee: I think that provision those included in there that the interpretation with the grant committee's oversight that we can come up with a way to ensure there's not a win fall that comes to the property owner and the benefits are passed along to the tenants. Similar to other affordable housing incentives or opportunities for subsidies or upgrades that there would be some kind of provision. That absolutely would be contrary to our purpose. At the same time, I am excited for the opportunity this will help preserve our more affordable existing housing inventory. I'm hopeful that we'll be able to preserve and maintain good quality housing.

Hardesty: I don't know there's anything in the initiative that actually provides that guarantee. It's important to talk to lawyers before we're having the first money out the door so we are intentional about how we roll it out and what the committee must be from the landlord. A year from now, landlords will be beating our door down wanting to work with the Portland clean energy fund to get this benefit. I think initially, unless we're intentional, it is an opportunity for people to act badly. I want to make sure there's no opportunity for bad behavior when we're investing in our community. Sam, did you have a response?

Baraso: Mayor, commissioner, thank you. I appreciate that. And that's something that's on the radar of staff. And certainly something we plan to bring to the committee.

Hardesty: Thank you.

Taren Evans: Hello, mayor, commissioners. My name is Teran Evans and I'm here today representing the coalition of communities of color. We are an alliance of 19 culturally specific community-based organizations throughout the Portland metro region. Almost exactly a year ago today, the Portland clean energy initiative passed with over 60% of the vote. This was no small feat and due in large part to the organizing efforts of the pcef coalition of which ccc and many member organizations are a part. Pcef is a ground-breaking measure that directs resources to communities that stand on the front lines of the climate crisis. It provides a steady stream of revenue to support clean energy projects and green jobs and dedicates funding to communities most impacted by climate change. Though the passage of this measure represents a victory for our communities, the real test of the measure is in its implementation. The grant committee is charged with important job of implementing this measure faithfully according to the will of the people who voted for it. We applaud these appointees to the inaugural pcef grant committee and thank them for stepping into this important role of service to build and carry out a successful grant program. We are particularly pleased to see experience in minority contracting, healthy homes and the intersection of environmental and labor issues in this round of appointments. It is now up to us to support this committee and put trust in the recommendations, we must also work on building capacity and communities that this measure is intended to primarily benefit. Pcef program staff at bps and the pcef coalition have begun to collaborate on this work. We must continue this work and ensure that front

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line communities that have unduly born the burden of climate crisis are well supported in applying funding and able to benefit from this measure. Thank you.

Wheeler: Thank you. I'll entertain a motion.

Hardesty: So moved.

Eudaly: Second.

Wheeler: We have a motion to accept the report and approve the appointments. We have a second from commissioner eudaley. Any further discussion? Karla please call the roll.

Eudaly: Thank you, everyone, for being here tonight. The Portland clean energy fund is a transformative measure that will help fund address transition to a green economy essential in our fight against climate change and for a better future for all. The work that this committee is tasked to complete will drive social, economic and environmental justice for front-line communities within Portland who have been denied economic opportunity and often suffer the most from the impacts of environmental degradation. I think there's incredible opportunities with affordable housing that we haven't even realized yet and definitely anti-displacement and permanent affordability are at the forefront of my thinking around this. I was an early endorser and strong supporter of pcef. I'm confident these amazing committee members will be outstanding stewards of the program. I thank you for your willingness to serve. And I can't wait to start seeing the results. I vote aye.

Fritz: This is so encouraging as was mentioned. Thank you. What a great committee. Thank you to the five that have been selected the four. What a great concept to put into our ballot measure and have so. Thank you to our staff as well. Thank you to everybody who came here tonight, very exciting work. Aye.

Hardesty: Thank you. I'd like to call myself the mother of the Portland clean energy fund initiative. Only because I put a year and-a-half into it before I went off and did this other thing. What I know is that we centered racial, social and environmental justice in this measure. What we were intentional about was ensuring that front line communities, those most impacted by climate degradation would be the beneficiaries of these resources. What I stayed up at night worried about is all your new best friends that are going to show up and tell you how green they are and how they can't wait to be your new best friend and partner with you on this effort. I want to caution you be skeptical, check the research, make sure what you are being told is real and know I will be there to support you every step of the way. This was a community effort cause I'd like to remind folks that the city wouldn't implement it, the city wouldn't send it to the ballot for us, we the people had to take it to we the people and we the people spoke very loudly at 67% of them said yeah, this is the right thing to do. I hope this is a model for other efforts. People shy away from race in the city and the state. They pretend we'll deal with that later and what we know is if we don't deal with it on the front end, it's never dealt with. I am proud to be an aye vote for this measure. Thank you.

Wheeler: That's a tough act to follow. I'm just going to say I'm with mother hardesty. This is a great group of nominees and they join five fantastic current employees and this was a great panel and I appreciate the issues you raised here and I want to thank the staff. The only thing I want to under score that commissioner Hardesty said is this came from the community. This is a great example how our community took its values and drove those through the ballot box to being the policy of the city and it puts us in the forefront of addressing the climate action in the intersection with social justice and putting first and foremost those communities that have historically not only not participated from the benefits of these efforts but who have been steamrolled the hardest by the negative consequences of climate change. This is truly a great and extraordinary opportunity. I thank all of you who have chosen to serve on this committee. It's going to be a lot of work and tough. I don't think we have empaneled a group of people this talented and diverse previously. In any other capacity. You have my full confidence I'll be watching this, the city

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council will be watching this, the city will be watching this, but I'll tell you what the rest of the nation is watching it too. It's cutting edge, I'm happy to support, I vote aye. The report is adopted. The appointments are approved. Thank you. [applause] Thank you, all. The next item on the agenda. I want to just say we don't rehearse these things. We're way over schedule. So I'm going to speed things up a little bit, I know sam's been talking to the presenters to try and tighten up the presentations, item 1030.

Item 1030.

Wheeler: Colleagues we're now going to hear about the American Cities Climate Challenge from the Bureau of Planning and Sustainability and the Bureau of Transportation. In 1993, Portland became the first city in the United States to adopt a carbon reduction strategy. Fast forward to the present day, we continue striving to be climate trailblazers as part of this critical challenge. This year, we're seeing President Trump's decision to formally withdraw from the Paris Climate Agreement. Portland joins many other cities as part of the American Cities Climate Challenge to say to the world we are still in. We remain deeply committed to meeting America's pledge for fighting for our future. Presenting tonight on this issue is policy and planning policy group manager Art Pearce and chief sustainability manager Michelle Crim. Good evening. Welcome.

Art Pearce, Portland Bureau of Transportation: Good evening. Thank you for having us. We've been asked to give you the expressed version, so we'll do our best to bring you through.

Michele Crim, Bureau of Planning and Sustainability: You should be able to do it in 20 slides, 20 seconds each.

Pearce: Absolutely. So we're going to give you a recap of the climate challenge. You've heard updates about this previously. Some update of the progress that we've made to date and we're asking for your approval by resolution for the memorandum of understanding with NRD that is bringing us the resources through this challenge. Very quick overview of what this is. This is a two-year challenge that was launched by Bloomberg Philanthropy, very specifically focused on the objective of augmenting, accelerating climate action and response for cities and there are 25 of those cities that received this award which is about two and-a-half million of technical support and resources for participating cities. Quick visual of the other 24 cities that are part of this robust group of cities from all throughout the country. Really focused in on reducing emissions from transportation and decarbonizing energy is the focus of our specific application. It goes without saying those are the most important sectors for us to make change and address, transportation being 42% of our Multnomah carbon emissions and building energies being about 40% as well. Multnomah County we are continuing to outpace our peers nationally and we are trending in decreasing direction generally for carbon emissions. So that's an encouraging aspect, I think the most discouraging lies on transportation, but also on building energy, continue needing to push declines for transportation we're seeing an increase for sectors in terms of our specific contribution so that heightens the challenge that helps us address these impacts. All told as part of the climate challenge, the 25 cities that are participating in the climate challenge will contribute to a reduction in 40 million metric tons by 2025 which is the equivalence of 8.5 million cars off the roads or 10 coal power plants closed. Which is no small scale challenge or small scale impact. Michelle is going to talk to you in a little more detail about the work we're doing.

Crim: for the record my name is Michelle Crim the chief sustainability officer. So those 25 cities can create their own strategy for the work that they are going to do and we put together Portland's initial proposal for that in 2018 when we applied for the challenge. Over the last year, we've been working with the partners that came to the table through the challenge as well as the community partners to refine our goals and our strategies and our tactics that make up our game plan. You can see here on this graphic on slide 10 the areas

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where we have the big moves and the bright ideas that we're working to advance through the challenge and we'll go into detail on what those are to tell you what we've been working on and what's coming next. As has been a theme tonight we recognize that the climate crisis affects everyone, it does not affect everyone equally and people of color and low-income communities bear the brunt and are disproportionately impacted by climate change. And these front line communities together with youth have not traditionally had a seat at the table to significantly influence the city's climate policies our priorities in our investments and that needs to change going forward. We're focused on making sure any big moves and bright ideas we're pursuing to achieve the carbon reduction that we're looking to achieve through this climate challenge are done so in ways that are not leaving folks behind and are not exacerbating existing disparities in the community. As Art mentioned what this challenge does is it brings to the table a lot of resources for the city to tap into to help us do this work and those resources fall into four buckets, so on slide 12 you can see some of those organizations listed. The top left hand corner, those are organizations that are providing us with project management and capacity building support. The nrdc, Bloomberg philanthropy's delivery associates. On the upper right are organizations that provide deep technical expertise to us including the world resources institute and rocky mountain institute helping us on the building side of things and nelso night guard and ideas 42 that are helping with the transportation related projects. The lower left the urban sustainability director's network, the national associations city transportation officials are large networks that provide us with opportunities to deepening our partnerships, peer learning and helping cities helping each other along the way. And the energy foundation is providing financial support to verde and to opal environmental justice Oregon to help provide capacity to those organizations to actively participate in this work with us. Lastly, in the lower right, are organizations helping us to get smarter about how we measure our progress and how we communicate our story and so we're working with these organizations to help us identify better data reporting tools and improve the transparency and accessibility of that information.

Wheeler: Commissioner Hardesty.

Hardesty: Can you tell me what sei stands for again.

Crim: Sei is the stockholm energy institute.

Hardesty: Cause I thought you were talking about self enhancement inc.

Crim: No. So Art and I are just going to breeze through giving you a sample of what we've been working on and what coming next. One of the areas we're focused on is our own buildings, so city facilities, the energy performance in those facilities, so we've done some bench marking to look at those building and its probably not surprising to learn that particular in our large buildings, we underperform compared to other similar buildings here in Portland. So we're working with those large building owners and operators including the office of management and finance, the fire bureau and parks to develop an action plan for what are the investments we need to make in those facilities in order to get our energy performance up. And so we're actively working on that. And tapping into those resources to help us do those assessments. And part of what we have coming up is to implement the mayor's budget directive related to climate in terms of working with those bureaus that are managing those buildings to come back with a proposal for how we would propose funding doing both the technical assessments of the improvements that need to be made, the condition of the equipment in those buildings and proposing how we would go about financing and investing in our own facilities so the city can walk the talk as it relates to our own buildings. The other thing we're focused on is community solar and getting renewables into the hands of community and on that we're working on two fronts, one to identify what is the right role of the city as it relates to the community solar projects. And

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also working to support the development of at least one community solar project benefiting people of color in low-income communities.

Wheeler: Can we make sure as we do this we're in coordination with the people we just appointed to pcef?

Crim: You bet.

Wheeler: There's a good collaboration to be had there.

Crim: Yep. Absolutely. And so what specifically we've been doing is working with verde and partners that they pulled together including hacienda cdc, the Bonneville environmental foundation, grid alternatives and the energy foundation with the goal of helping them position themselves to be a developer of these communities solar projects when the program is launched by the state here in December. In addition to that, we've identified the ideal role for the city of Portland to play in these projects is as an anchor tenant, so similar to a mall that needs a big anchor tenant. The city is positioned to provide that for community solar projects. We have plenty of brown energy that we are still using in city facilities that we can reinvest in these local projects. With that, I will turn it over to art to talk about some of the transportation stuff.

Pearce: All right. On the transportation side, one of the key strategies and one of the most effective things that we believe we can do to reduce carbon emission is get more people on transit. This is an effort that I've spent a lot of energy in recent years and have been really excited to watch this idea catch fire through our commissioner's office and throughout the community and one of the real big realizations for us was how much this is a city of Portland impact on the transit system which we have the ability to make better choices about how we're allocating the right of way to support the transit operations. Already we have been making progress with the enhanced transit corridors transit process and are now moving into the next phase which is the rose lane vision which we'll hear more about in the next item. So far even just the small set of actions we did this summer have benefited 75,000 transit riders per day and that is just access to the three bridges in the central city. Madison, everett and burnside, for instance the bus that I took to this meeting today, number 2 is benefiting from a 20% less delay in the pmp tower. Very significant for what was not that many blocks of change that needed to occur, but very hard decision making in terms of tradeoffs for us to take on. I think it's a good example of how the climate challenge is pressing us to question our assumptions further and pressing us through the collaboration with cities to challenge each other to take these collaborative actions further. Through the network of other cities, we are getting best practice information from other cities of how they are accomplishing the level of transit speed and reliability and also through the nelson nigard local consultant is helping us with the technical analysis to look at where to prioritize lines. But we are not even close to slowing down on this. In terms of better bus priorities, just in the last couple days, we saw the restriping in collaboration with the Multnomah county. Thank you for burnside bridge heading eastbound. Very exciting to see that come in. And we are working towards a much broader initiative called the rose lanes wich the commissioner has done a great job and her staff for pushing forward and we're heading into deep public involvement in December and pushing towards a council action returning to council in February of 2020 with a very specific proposal for the corridors that we'll be prioritizing.

Eudaly: You've forgotten my favorite item which is experimental application of red paint.

Pearce: Yes, i'm sorry. You are right.

Eudaly: The arts commissioner.

Pearce: I'm skipping all the written points. Already we have received approval from fhwa to experiment with red and we would like to take the rose lane concept and initiative and apply it to that red paint experiment. So there's a lot of potential for artistic collaboration as we're heading into the spring months. Who knows where this will take us for sure. There's

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continued progress for cycling as well. We've been adding protected bike lanes within city areas as well as a number of projects that are under way in a design that will be adding protected bikeways within some of those key corridors. There is construction coming up for better naito next summer and construction will start under way for some of these other key corridors on southwest 4th, broadway and southeast hawthorn. So a lot coming in terms of low carbon response of the key message through all of this and the message we heard from the previous item is that this has to be grounded in people who can help us implement this change. So a great part of the overall support package is focusing on transportation demand management, encouragement strategies. So we're working with ideas 42 and some other groups that are very good at around collaborating on behavior change strategies to adapt to what their new suite of options might be and the behaviors they might need to take to help us reach our climate goals. Over the next year, we will be completing a tdm action plan looking at the types of mechanisms that we can bringing out to the community. Transportation demand management action plan. Launching a transit encouragement program and also targeting some particular key areas to do behavior change sprints to look at how we can help, in this case, families see about adapting their daily routine to have a lower impact on the environment. This also includes new implementation of the transportation wallet where people were able to get transit fares, scooter credits those kinds of things through our programmatic processes. One of the other key moves coming up is we are starting a conversation much more broadly about how to apply our deep focus on equity and environmental justice towards these climate actions. So we're looking at equitable mobility, partnering with opal environmental justice as well as other organizations with funding through the acc american climate challenge pool. And we are just under the process of recruiting for pricing options for equitable mobility task force and proud to say we have over 130 applicants wanting to join the next version of a very deep and meaningful collaboration on one of the options of how we can look at pricing tools to help us further our equity outcomes. This suite of options comes together into a connected tissue where we're looking at the roselane project, the city in motion interventions, the pricing options along with the other links to our land use and transportation strategies to be able to move these options forward in an integrated strategy. So with our lightning round presentation --

Wheeler: That was brilliant. Brilliant.

Pearce: Very excited to bring to you today the mou with nrdc for the support we have been receiving.

Fritz: Nrdc?

Pearce: National resource defense council, nrdc, who is the agency partner whose brought together the american climate challenge support package and so this mou is a crucial step in continuing to get the support. They've been patient with us as we worked through our steps. This is a key step to keep the staff person helping us push through all of this work as well as the suite of technical resources we're receiving.

Wheeler: Tell us about the embedded climate advisor.

Pearce: So Emma Sagor in the back, maybe she can wave, has proven to be the change agent the national resources defense council promised us we would receive and really transformed already the depth of relationship between us and the bureau of planning and sustainability as well as the level of intentionality and focus that we brought to these specific initiatives. It really has been a effective way to augment the momentum we are trying to create with really targeted resources.

Wheeler: Any questions before any public testimony? Did you want to speak?

Eudaly: I'll just save them for my closing.

wheeler: Karla is anybody signed up for public testimony?

Moore-Love: Yes. We have four people. Are we doing three minutes or two?

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wheeler: Why don't we do two. And I apologize for that. Pcc has been a fantastic host and we want to come back here. I don't want to overstay our welcome by too much. Try to keep it within two minutes, we'd appreciate it. You want to start?

Harry Simpson: Yes. Going to talk about the business factory is putting those lids to stop the smog coming out. What is going to control the pricing of it? Because there's very limited pay companies to quit the smoke coming out of the factories. What is going to limit and make sure they are not over paying on what they need for air pollution. And the other question is you have a limited time. When you voted, why did you take so much time? Pass it and we'd have more time.

Wheeler: I can't disagree with that.

Simpson: Everyone repeated it. This goes on every meeting I've been. Everyone repeats the same thing and say we're out of time. Why can't you as commissioners when you agree on something and not waste our time? That's wasting our time.

Wheeler: We should have just voted cause we all knew we wanted to do it? I respectfully disagree.

Simpson: When you introduce yourself, you agree with the person. Don't repeat what the other person says. That will save a lot of time.

Wheeler: Fair enough.

Hardesty: And you could give us good information while you are here.

Simpson: Why are we giving trimet money when they never know how to schedule a bus? I see outside, you see five buses then none. I end up going to the drug store on 82nd, but when I cross the street five buses pass by, the next one is an hour and a half later, that's really helpful to the public.

Matchu Williams: My name is Matchu Williams I'm here with bike loud and the Portland bus lane project in support of the street trust. I would like to congratulate the office of commissioner Eudaly on unveiling the rose lane project. If her staff would accept these red flowers in celebration of their event I'd offer it to you and welcome rapid development of this transit prioritization out to east Portland and help mitigate the displacement that Portland has faced in recent years. Thank you so much commissioner Eudaly.

Eudaly: Thank you. That's very sweet.

Wheeler: Very appropriate gift as well.

Doug Klotz: Doug Klotz. I'm here to support not only pcef, but the roselanes which I think is a great way to increase transit service, make it work better and doesn't cost very much money. Really glad to see this.

Wheeler: Thank you.

Jessie Maran: As I'm Jessie Maran as the co-founder of the Portland bus lane project, I'd like to thank you all for taking a little idea for two blocks of dedicated bus lane and turning it into a vision to prioritize those who are transit dependent across the city across the city. As a co-lead for the 350 pdx coalition justice team, I'd like to let you know, we will be ready to support you in bringing this idea to east Portland so all of us may benefit from it equally and urgently, thank you.

Wheeler: Thank you, all.

Eudaly: These aren't roses. They are renunculas which happens to be my favorite flower. I feel like somebody must have told you that. It's the nicest thing a man has done for me all week. Thank you. No offense, mayor.

Wheeler: You know what, it was a great gesture and I can't top it. That was nice. That was one of the nicer things I've seen at council in a while. Any further discussion? Please call the roll.

Eudaly: First of all, I want to commend mayor wheeler who the day after trump announced that we would withdraw from the climate accord led the council in a resolution staying we're still in. So thank you, mayor.

Wheeler: Thank you.

Eudaly: Our community must take bold action to live up to our reputation as a green pioneer and combat climate change. As the commissioner in charge of the bureau of transportation, I'm acutely aware we have been going in the wrong direction increasing our carbon emissions from transportation around 9% since 1990. We have to break this trend if we're going to avoid a climate catastrophe. That means must all rise to the challenge and the city is committed to paving the way, we can't do it without the community. We're also committed to doing so in a way that centers our equity values, climate change is an issue of economic and racial injustice as well as environmental crisis you. People of color and low-income individuals are disproportionately impacted by climate change. My office has been closely involved with the climate team to ensure we center the voices of our community partners representing historically underserved groups as we advance several ambitious efforts and I vote aye.

Fritz: I've served with three mayors, mayors Adams, Hales and Wheeler and they've had different focuses and different priorities and put climate crisis front and center of their agendas and I'm grateful for that. Thank you for the good working done. We all know we've got to do more. Aye.

Hardesty: I look forward to us both obtaining the resources that help us move forward around addressing the climate degradation issues that our communities are confronting. I'm optimistic when some fat cat from another state decides they are going to give us stuff to make us look good. I think my cautionary tale will be we have lots of green projects taking place over the next few years and I want to be mindful that thought their between the Portland clean energy fund and this climate challenge that we're taking on, I want to be very clear that the Portland clean energy fund is supposed to benefit communities of color and not government and so government could help be a partner by helping to train the workforce, helping with some other things, but we have to be very intentional about making sure that we're not screwing this up when we roll it out. I applaud the efforts we're taking, they are absolutely critical to our community, but we are going down different tracks that will compliment each other and I hope there's opportunity and real synergy and let me just say I live in east Portland. And if you want us to the bus, we actually need buses, so let's start working on that. I vote aye.

Wheeler: I vote aye. The ordinance is adopted. Thank you. Next item. 1031.

Item 1031.

Wheeler: Commissioner eudaly.

Eudaly: Thank you, mayor. I'm pleased to provide this report to council about the process we are undertaking to develop the rose lane project. Tonight is our unofficial kick off for the community engagement phase of the project. We are looking forward to hearing from people who live, work and/or learn in Portland about their transit needs and challenges in order to best serve the most people throughout our city. I know my colleagues and I are all deeply concerned about our climate and the state of the world we are leaving for our children. When the mayor signed the bureau of transportation to me I identified the most urgent priorities the safety, equity and climate change. These priorities must inform every decision we make about our transportation system moving forward and lucky for us and our ambitious goals, they go hand in hand, addressing one is likely to deliver benefits in all three areas. For instance, the rose lane project will improve our transit system, decrease transit commute times and attract more riders and getting more people on the bus where they need to go faster, it's safer, more equitable and safer for the environment. Here are a few facts for you to consider. Portland is growing and so is demand on our roadways and we're really not going to build more roads. Transportation particularly single occupancy vehicle trips is a significant contributor to our climate crisis and accounts for more than 40% of our local carbon emissions. Congestion has increased rapidly, and buses and

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streetcars are stuck in traffic along with all of the people on board. Happy to say yesterday on Burnside I was in a car and I saw two buses whip by while I waited to get through and unfortunately one car. So we might need to work on the signage a little bit more. And finally, transit delay and unreliability impairs people's access to jobs, schools, services and other daily needs and discourages ridership as was previously noted by a commenter. We need to more than double transit ridership to meet our transportation and climate goals, high ridership transit is the most efficient, equitable and sustainable way to move people. At the same time we cannot use numbers and data to inform our policies and projects, we must engage and listen to the people being least well served by the current transportation system in order to design a better system for all of us. I am a child of the 70s as old as earth day, raised by counter cultural parents as well as grandparents who survived the depression, so the practices of reduce, reuse, recycle are part of my dna. Environmental concerns are nothing new to me or many of you. However we do have new and alarming information that suggests we're headed for catastrophe if we don't make huge changes in the way we live and treat the earth in its limited resources. Concern is not enough, we need action. With the support of the community, the city and trimet, the rose lane project stands to be a significant action toward combatting climate change. I ask pbot staff to do a quick back of the envelop estimate on the kind of change we need to see in order to have a fighting chance to avert the path we're on. What they came up with was that every resident of Portland of Portland who drives a single occupant vehicle needs to reduce their car trips by 50%. For those of us who live in bikeable, walkable, transit rich neighborhoods that should be easy achievable. Unless your car is part of your job or you have some other challenge. For the nearly 50% of Portlanders who don't live in such neighborhood or have such long commutes that public transportation is not a viable option, we have to do better. Expanding our network of buses, light rail and streetcars and continuing to improve our bike and pedestrian infrastructure is a conversation for another day. The roseline project is focused on improving our existing system and prioritizing mass transit. My director of policy Jamey Duhamel is here to explain our process thus far and moving forward. We will also be welcoming several community partners from opal, the street trust and rosewood initiative to testify on the experience and the urgent need for this work. Welcome, Jamey.

Jamey Duhamel, Office of Commissioner Eudaly: Thank you, commissioner. My name is Jamey Duhamel and I am the director of policy for commissioner Chloe Eudaly and the primary liaison for the bureau of transportation. I have the pleasure of presenting to you about the process we are undertaking to create a citywide enhanced transit network that focuses on racial equity, climate justice and direct community benefits. Unfortunately what you will not be hearing tonight is the proposed scope of the project as that has not been fully identified but we are close. What you will be hearing tonight are the values we are using to inform that project. In September 2018 the mayor gifted commissioner Eudaly and our office with the bureau of transportation. As you all know very well, our primary focus until that point had been affordable housing development, tenant protections and civic engagement. So, taking on a bureau of over 1,000 employees on a topic we were not focused on provided us with a unique challenge. It did not take long for us to realize transportation clearly intersects with all of commissioner Eudaly's values including racial equity, climate justice, economic justice, antidisplacement, affordable housing and livability. So we set upon the process of identifying the ways in which transportation can improve lives, create economic opportunity, decrease displacement, increase safety and slow down the impending climate catastrophe. Pbot had already provided an answer to us and its beautiful enhance transit corridors plan that was passed by almost all of you in 2018. This plan identifies the type of system improvements that can help make transit for attractive and reliable for people to get to work, to school and meet their daily needs especially for people who are transit dependent. The rose lane project is an accelerated

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implementation plan that envisions a bold citywide redistribution of right of way and other tools in the toll box that helps get buses out of traffic and through the intersections and across town and makes the system more rapid, reliable and full. When it came to council the etc plan identified the ways in which enhanced transit contributes to a better experience for riders, encourages more ridership and helps to mitigate new traffic growth, but commissioner Eudaly wanted to approach this project the way we approach all of our work which is through a racial equity lens that requires authentic relationships with community partners and considers the expertise of people with lived experience. This approach was only further informed by our recent city wide training on results based accountability which teaches us how to work backwards from a population level goal and center racial equity in our policy planning. For those watching in the audience tonight results based accountability is a different way of thinking about how to solve complex problems by identifying the conditions of well being we would like to accomplish and working backwards from there. It requires us to conduct root cause analysis of existing disparities preventing us from achieving those conditions of well being. Most importantly it teaches us the policy making is never neutral. It is always actively dismantling systems of racism and oppression or it is actively causing additional harm. We must integrate racial equity into every level of work that we do and the rba process is a great way to do that. Big thank you to the office of equity and human rights for starting us on this journey of greater accountability to everyone we work to serve in the city. So when I took the training with several pbots staff, we started with a condition of well being that was basically all Portlanders will use transportation that is affordable, reliable, healthy and safe. When we asked ourselves what the disparities were again with a lens on race, we identified commute times as a condition of inequity that was causing harm to people of color. According to data from 2015 we found there was a big difference in average commute times broken down by race. The data tells us the average black commuter spends an additional five minutes one way just to get to work. That doesn't sound like a lot when put that way, but that is a 20% difference which works out to be an additional 50 minutes per week. Over three hours in a month or 40 hours in a year. The average commuter who was black spends an entire work week longer sitting in traffic every year. Add to that the growing body of research that finds commute times are the single most important factor that help people out of poverty and into economic opportunity and it becomes crystal clear that access to rapid and reliable public transportation must be a high priority and must benefit people of color first and foremost. We cannot create a better transit system that does not incorporate the needs of the communities suffering the most disparities because our transportation system was never designed to serve them to begin with. That is why we created an internal stakeholder panel that consists of people and organizations that represent a wide variety of users, but who also work with a deep equity lens. This is an informal table so folks participate as they can and they come and go and we are in early talks with a few other organizations like the sunrise movement to round out our representation. This panel is helping our office to identify the ways which are traditional modeling and technical approach to transportation infrastructure may be causing harm to people of color by not considering their specific experiences or needs. I convene this group once a month and ask them to challenge our approach, our assumptions and our goals. I then take that information back to commissioner Eudaly and pbots and use that to inform the draft proposal. Once we have the final initial proposal gelled by the end of this month, I'm very excited, we will be sharing with the entire city and asking for feedback that will help us finalize the project before we bring it to you for approval on February 13th. If you are paying attention, that's the day before valentine's day because we love rose lanes. A good example of the ways in which our panel has helped inform our assumptions is by helping us create better off measures which is a rba term that center people based

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outcomes. When we first developed sample maps of the potential rose lane roots, the assumptions used were technical in nature and centered congestion and delays. That is clearly a logical and appropriate lens with which to build transit network. However, we had not taken the time to also use people-based metrics to inform the map. So together, we identified measures we will use to analyze the proposal and identify any roots we may have missed originally or misidentified the right types of tools in a specific location that best addresses the outcomes we're looking for. So as you can see by these measures we believe the project can do a lot of good in people's lives. Our goal is to make it easier for people of color to shorten their commute time and access work. We believe this proposal can make public transit a viable option for people to choose trips to work, school and other daily needs. We believe it can provide freedom for people to choose where they want to live and work, we believe reliable public transportation can help lower costs in time and money in comparison to owning and using a car. And finally, we believe we can positively impact air quality and the health impacts bad air quality creates particularly in communities of color. I want to make a special note about the last better off measures I have focused most of this presentation so far on racial equity. I know you all are all aware of this, but it bears repeating at every opportunity and that is transportation justice is economic justice, is climate justice, is racial justice, they are deeply intersectional, when we center justice for people of color we are also centering climate action and economic opportunity. Everybody at this point knows that carbon emissions contributes significantly to poor air quality. Unfortunately, emissions from the transportation sector as a whole are moving in the wrong direction and are currently up by 8%. What we also know is the health impacts of poor air quality including asthma and cardio vascular disease are disproportionately experienced by people of color because they are more likely to live in parts of the city that have been under resourced, have less green space, more industrial activity and have more car centric infrastructure. Making a system that gives people more options will go a long way to decreasing these emissions and improve quality of life across the city. Last slide. We have a lot of questions left to answer and the scope of the proposal is getting refined as we speak, but tonight we are kicking off our public process. We have pbot staff here in the back of the room if you haven't noticed already with information about the proposal and the timeline including the types of tools in our toolbox that we are considering that we are eager to hear from the public. I'm also happy to announce that after 4:30 this afternoon we have launched our project web site. Folks can go there to learn more. Just a little correction. I put this together before it published. The project web site is rose lane not rose lane project, so don't add the project at the end of that web address. In addition, we'll be holding three open houses in different parts of the city as well as a survey all in the first week of December. The survey and the open houses will include the proposed map of rose lanes and more detailed information about the pilot project as a whole. We are looking forward to integrating the information we received from the public with everything we have learned from our community partners to create a truly thoughtful and meaningful system that improves people's lives. Thank you and now I would like to invite a few community partners to provide their perspective.

Gabriela Saldaña-López: Good afternoon, mayor and commissioners. My name is Gabriela Saldaña-López and I'm a long-time resident of Portland actually growing up next to Paul butte, so welcome to my side of town. I am the bus riders unite organizer for opal environmental justice Oregon. Opal stands for organizing people activating leaders and we organize front line communities most impacted by environmental injustice. I am here today to demonstrate our support for the rose lane project. Our members and my colleagues Maria Hernandez-Segoviano and Tristan Isaac who are not able to be here today have been working to co-create a plan that can bring the most benefits and lessen burdens long-term while setting a precedent for products such as this one that can continue to be

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led alongside our communities. Portland has had a long history of community resistance to environmental racism and classism and it is important for us to continue to recognize that history as we continue to think about what we would like to leave behind for future generations and things are changing and with coalitions like the pcef or the Portland clean energy fund are frontline led so the change is positive. And we want to congratulate Jeffrey, Andrea, Ranfis and Faith for becoming part of the grant committee and as a pcef member opal looks forward to the leadership that you'll bring to this work. We know that this process, that when a process is cocreated with communities most impacted by the issue we get better outcomes, equitable ones. The rose lane project is an example of that and it continues to be built with community. We appreciate the leadership of commissioner eudaly, Jamey and the team at pbot have taken with us and partners to push for transportation justice within this project. We look forward to continue working with you all and make sure this pilot is a successful one. Pilots like roselane have already been implemented in other cities and have benefits of safety ridership and much more. Our members who are transit riders and who are further pushed out to the fringes of our city due to housing crisis, projects that can increase and prioritize projects that can increase access to lifeline resource that is multimodal transportation. This pilot program has taken an approach to answer the demands of transit riders who deserve a safe, reliable, accessible and frequent and affordable transit system. The process has been meaningful and one that in which our challenges become opportunities to explore bolder action because even after this project, we are not done and we must continue to invest in transportation justice beyond the transit network downtown. Our communities and outer parts of Portland can benefit from red lanes, the rose lane approach can address climate change, resiliency, also advance equity including racial equity and transportation justice. Provide the transportation choices for a growing city to increase transit ridership and meet our 25% transit mode share by 2035, thus helping the regions vision to make transportation frequent, convenient and affordable for everyone. And as we continue with this process, we welcome the opportunity for further discussion on how such projects can address unintentional consequences that can become as part of it particularly when dealing with enforcement and how we can approach providing the resources for our community to know such products are in place so that benefits can be seen immediately. Again, we really appreciate the leadership of the roselane team and thrilled to continue working together. Thank you.

Wheeler: Thank you.

Kem Marks: Good evening, mr. Mayor and city council members. My name is Kem Marks, I'm the director of transportation equity at the rosewood initiative and I am a paid lobbyist. I want to thank commissioner eudaly, Jamey and pbot for the wonderful leadership they have shown on this project. Rosewood initiative 100% is in support of the rose lanes. I am winging it tonight instead of going from prepared remarks. Over the last couple weeks, I have spent more time on buses going between meetings than I have actually being able to be at my computer to type up those comments. You've heard about the environmental benefits of the rose lanes. I want to focus on another benefit that has not been mentioned tonight. As the community grows and the population grows, I should say and we have more vehicles on the roads, we also have more opportunities for people to be collisions leading to death and serious injuries. The city is on record and has done a wonderful job moving towards vision zero, but we cannot achieve vision zero if we keep adding vehicles to the roads. We have to reduce vehicles, we have to shift the mode share to transit and other modes, this project helps in that respect. I have had and been grateful to have input into the process so far and look forward to working with the commissioner's office and pbot to build out the network to ensure east Portland does benefit from this project. We have roads like 82nd avenue, 122nd, stark, division these are prime candidates to get rose lanes

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and to improve the transit system. People will not take the bus if they have a choice that is more convenient than the bus and right now, that convenient mode is driving. We have to do everything we can to make transit as viable or more viable than driving a vehicle. Another thing we have to keep in mind is we need to bring our partners in the region along with us. As metro moves towards the transit 2020 measure, we need to ensure that funding for enhanced transit is part of that project. Every road that is being funded or projected to be funded under that measure. We also have to ensure that trimet does its part, if we're going to be allocating road space for buses, we need to make sure there are buses in that space. We cannot have a dedicated bus lane and have a bus running every 15 minutes. That is an inviable situation politically but is also an inviable situation for our system. Trimet must increase service wherever rose lanes are provided, we have an opportunity to do that with this and I and rosewood look forward to working with you to make sure that happens. Thank you.

Wheeler: Thank you.

Richa Poudyal: Good evening, commissioners, mayor. Thank you commissioner Eudaly and Jamey for allowing me this opportunity to speak on behalf of the street trust along side opal and rosewood and the other organizations you saw are part of this working group initiative. My name is Richa Poudyal I'm the advocacy director of the street trust an education and advocacy organization working to improve conditions for walking, biking and public transit and to ensure community members of all racial backgrounds have access to safe, healthy and affordable transportation options where they live, work, play and pray. Buses are the work horse of our transit systems serving millions of rides each year and much of our ridership is made up of low income and communities of color. Given the history of displacement in our region, particularly of communities of color in Portland, there's really an over due need for displaced communities who have been pushed out of the central city to at minimum to have easy access to the jobs, recreation and community that they are now further away from. Making buses move more quickly and reliably is crucial to both getting current riders where they need to go more quickly and for supporting this mode shift to make public transit the more attractive option for those who do currently have the choice and choose to drive. The street trust is a strong advocate for the enhanced transit corridors plan adopted by the city in 2018 and really excited to see that plan is not sitting on a shelf and rather being made into reality in partnership with a diverse and insightful group of community advocates. As a city we really have momentum in this work and we should not lose it. To be a transit friendly Portland and meet our climate goals, we must take these steps towards making public transit the most convenient option of how to get around. As a mission based organization we know that while most of the work to support policies that make it easier, generally easier for people to use alternative modes. We must also be co-creating the policies with the people they affect in order to put forward solutions that work for different communities. Coalitions like the ones convened for the rose lane project are crucial in elevating voices of low income people, transit riders, communities of color, elders, people with disabilities and others who will be impacted by rose lane initiative and myself is reliant on our transit system to get to where we need to go and I think these voices of those who use the system and who would use the system if it worked better for them are really necessary in solving for a lot of these barriers. I know today you're simply receiving as updaters and not making any decisions on the rose lane initiative, but we're glad to be here and look forward to earning your support and leadership and moving forward really transformative changes to our transit system. And in doing so improving the lives of many current and soon to be transit riders. Thank you, all.

Wheeler: Excellent presentation. Thank you. Unless there's any questions, I'll entertain a motion.

Hardesty: So moved.

Eudaly: Second.

Wheeler: Motion from commissioner Hardesty, second from commissioner Eudaly. Please call the roll.

Eudaly: I just want to thank everyone who came to testify today. Of course, thank Jamey who has been instrumental in this process as well as my team at pbot. I want to thank street trust for this awesome poster. And I want to send a message to those in our community who are white knuckling their steering wheels and really not liking this change. This is going to make life better for people who drive as well. The only way to reduce congestion is to get cars off the road. The only real way to get cars off the road is to vastly improve our public transit system. So please consider supporting us in this effort even if you never intend to get on the bus for the rest of your life although I hope you do. And I vote aye.

Fritz: I'm still thinking about the flowers. The nicest thing a man has done for me this week for me was a man gave me his seat on the number 2 bus and I really appreciate it cause that bus is blooming full, packed seats, sardines. So I absolutely agree with you that we need more buses. Thank you commissioner Eudaly for this initiative and really appreciate it. I'm from England and you don't look at the bus schedule because there's going to be one every five minutes. That's what we need to get to, to get people out. So I live here at pcc and southeast, I live by pcc Sylvania. It's going to take me an hour and 25 minutes to get home. That's if I happen to hit all of the and that's not having to walk the last mile home if I can catch the 44. So it's just an example. It's not easy for people. If you are trying to get to jobs, to daycare and supplies, you need to be able to have a reliable bus service that gets you close to your house. And it would be nice to have sidewalks as well, but we can't have everything. We had the transportation system plan discussion and I voted with everybody else where we can put sidewalks, we should do it in east Portland cause that's where the most desperate impact are. So, that means there's not going to be sidewalks in southwest for the foreseeable future and I voted for that. Which means the transit should get us a little bit closer to where we have to walk along streets with street lights. Thank you very much for this report. Aye.

Hardesty: Bless you that commissioner Fritz that you after a very long day will spend an hour and 25 minutes trying to get home. I think people in east Portland feel your pain. When I ride the bus, it certainly is an hour and 20 minutes. That's on a good day when the buses actually stop to pick you up. So I am grateful we are moving forward with this proposal. I am appreciative of commissioner Eudaly's efforts to ensure east Portland is included, but I'm ready to go and pick at trimet myself because I think we give them an awful lot of money for the little we get back. I hope that this is one of those other little nudges that pushes trimet over the edge to provide service for people who need it. I vote aye.

Wheeler: I am enthusiastically supportive of this. I understand there are people who are going to be upset about this. No question about it. It's a fairly radical change in terms of how we move our transit system, but the reality is this. If we do nothing, more people are going to continue to move here, there will continue to be more automobiles on the streets and the congestion will continue to increase and that means the transit system will continue to be stuck in that same congestion. If you create an alternative strategy that can speed up the transit system, that makes the value propositioned to individuals much better to choose transit. So a lot of people on the fence should I take the bus or should I drive? If you speed up the transit system, that will encourage a lot of people to keep their cars parked and take transit. And the commissioner Eudaly made a great point I hadn't really thought about which is some people are still not going to have ready access to transit. For a lot of the reasons that have been described here. For a lot of people, it will make it worth their while to take transit instead. That will take cars off the road. If you still have to drive,

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that will actually make your commute shorter too. So there is a win-win to be had here and the reality is we cannot create more roads through our already fully developed grid system here in our city. And as more people move here, we have to improve the transit system. And this, to me, is the first step. It's not experimental. It's been done in other cities. It's a great affect. It will have the same positive impact here. So I thank everybody who has worked on this, commissioner Eudaly and Jamey and all of our community advocates who have worked so hard on this for so long. The street trust and everybody else. This great work. I vote aye. The report is adopted. And we'll forward into the future. Thank you for that. I want to do the last item justice so I'm going to pull it with permission from the people who are here to present that and they agree that they would prefer we pull it and we give it a different time slot. So if you could read it and then i'll take it back to my office.

Item 1032.

Wheeler: Could we get Vinh Mason and Oriana Magnera to raise their hands and be acknowledged for being here. We do want to hear this report. It's a really important item and I want to do it justice. So thank you for your forbearance. With that, we are adjourned.

At 8:10 p.m., Council adjourned.