

PILOT PROGRAM FOR SMALL-SCALE OVERNIGHT SLEEPING OPTIONS

IF YOU WISH TO SPEAK TO CITY COUNCIL, PRINT YOUR NAME, ADDRESS, AND EMAIL.

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ADDRESS AND ZIP CODE

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NAME (print)	ADDRESS AND ZIP CODE	Email
Cameron Whitten		
CAMERON WHITTEN		

The two suggested modifications below stem from a deep desire for the Overnight Sleeping Pilot Program, created by City Commissioner Nick Fish and endorsed by Mayor Sam Adams, to be an overwhelming success. In its current form, the plan is missing two key considerations essential for the safety and success of its participants. While good intentioned, the plan has been both revealed and readied for vote far quicker than most. Of concern is that its expediency has come at the expense of feasibility. When theoretical top-down plans in community spaces are implemented quickly and without allowance for real life implications, often the good intentions and hard work of the many are outweighed by the negative impact of a few; impacts that can be eliminated or remedied if community input is integrated prior to deployment and known problems are funneled into proven systems of safety and accountability using identified existing real life on-ground agencies equipped with the necessary specialization to be successful.

As affirmed by our real life experiences and practices, the plan in its current form lacks two key provisions essential for success. With review and potential modification of the plan not scheduled for an entire year, these are not semantics. These issues need remedy now...

Exhibit A, item d. (Hosts must) not allow temporary or permanent connections to Guest vehicles for electrical [supply]...

Prohibiting guest access to electricity from the existing power grid of hosts and demanding consumption of fossil fuels from generators, cars and mobile homes as an ONLY option is unsafe, inefficient, unnecessary and not at all in accordance with Portland's effort's to be a nationwide leader with regards to sustainability.

Forcing engines in old cars to idle for heat and survival while the people inside sleep is a unsafe. Carbon monoxide poisoning of occupied idling vehicles results in hundreds of accidental deaths annually in the US alone. Homeless are more likely to have late model, poorly functioning vehicles, many still with old catalytic convertors, placing them further at risk. Additionally, it is our opinion asking potential hosts to ignore safety and pollution factors DEMANDED by the current plan regarding idling vehicles and generators further reduces both appeal and efficacy.

And finally regarding this key stipulation, flat out prohibiting the existing and available power grid AND adding countless pollution emitting engines as an ONLY OPTION for implementation is just plain shortsighted, wholly unnecessary and without need or merit in our environmentally conscious Portland communities.

Secondly, it is our repeated experience any provision to accommodate overnight sleeping which permits isolated small vehicles or tents is logistically unfeasible and should be abandoned as more problematic than remedy. . Thus, Exhibit A, point 1 should read:

"Guests may sleep overnight in any vehicle, camper RV or bus with a minimum size allowance of 10, parked on an existing parking lot of a host..."

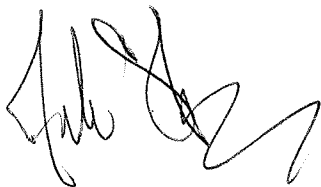
Addition of this caveat would not only allow for more numbers accommodated and therefore more effectiveness, but also pave the way for accountability via each vehicle containing at minimum 1 cpr certified street medic & 1 safety volunteer w/ de-escalation training. All vehicle occupants then become accountable; anyone needing shelter yet unable or unwilling to abide by a zero-tolerance drug/alcohol/violence code of conduct or otherwise threatening the safety of each 10+ member "mini-community" could then safely be directed to the appropriate relief agency.

If this program is implemented citywide under the framework approved here today by just 3 members of city council wholesale and without change despite cause, experience shows across the board that sans accountability and aided by a failure in structure allowing for non-transparency, guest spots will be coveted by addicts and criminals alike, enticed by a "port in the storm" for dangerous & at risk behaviors, threatening both the community and the stability of this pilot program overall.

In conclusion, if the members of the council present today ignore these easy and simple recommendations to improve safety and accountability forged from those with hands-on experience, and instead pass these exact bylaws as is simply for expediency, it will doom this otherwise solid and well conceived plan and lead directly to the same problematic situations regarding effectiveness and viability which have stymied city officials, relief agencies and occupy encampments alike. It is our deep experience theoretical rigidity which compromises a clear need for minor plan improvements which leave almost the entire outline intact will negate Nick Fish's goodwill and obvious hardwork on display here today in the form of this proposal. Loopholes will be exploited by at risk groups, and efforts to solve and alleviate these chronic community concerns will be again subverted, re-appropriated and abandoned. By accounting for these vital improvements now, and adjusting this plan last-minute prior to vote because it offers a better chance at long term viability and success, the few city council members voting have an opportunity to put the rubber stamp away and act with vision and wisdom with regards to the proposal before the council today. Please recess and consider the two proposed modifications prior to vote.

On behalf of the homeless, the marginalized and Occupy Portland, thank you for your time...

Arlo Stone

A handwritten signature in black ink, appearing to read 'Arlo Stone', with a stylized, flowing script.

Portland resident, member of occupy, homeless



PORTLAND BUSINESS ALLIANCE

Leading the way

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December 20, 2011

The Honorable Nick Fish
Portland City Council
1221 SW Fourth Ave Suite 240
Portland OR 97204

Dear Commissioner Fish:

The Portland Business Alliance has read the proposed resolution introduced by you, Commissioner Leonard and Commissioner Saltzman that would allow "small-scale, limited overnight sleeping options" in parking lots of participating churches and "community service provider organizations." While we are always concerned about the precedent of incrementally relaxing enforcement of the existing camping ordinance, we appreciate your efforts to address a real issue in Portland and, at the same time, limit the impacts of this proposal. We would like to work with you on making sure this proposal is successful and its impacts are minimal to the surrounding neighborhoods, residents and businesses. To this end, we recommend the following inclusions in the resolution:

- 1) The resolution should include a sunset date, concurrent with the time of review (as stated, within 12 months). This way, a broad spectrum of religious organizations, service providers, neighborhood associations and business associations can review the program to determine its impact and successes and make recommendations about potential adjustments, should City Council decide to continue it.
- 2) The resolution should provide a precise definition what a "community service provider" is and who would be eligible to provide overnight sleeping locations. This way the city can precisely define where overnight sleeping may occur and, at the same time, identify where potential concentrations of overnight sleeping might occur within certain neighborhoods. Thus, the city would be able to establish limits to avoid over-concentration. It should also provide a more precise definition of "existing parking lot" to avoid any confusion about what constitutes a "parking lot" of sufficient size and orientation to accommodate guests.
- 3) The resolution and its exhibits should require those who are providing overnight sleeping locations to have clear guidelines for behavior, sanitation, hours of operation, etc., that are made clear to the overnight sleeping guests. We recommend that the city provide suggested guidelines and that the providers post or submit written rules for the guests so that an agreement is established and there are clear triggers for enforcement. That way, uncertainty around expectations or responsibility is eliminated.

4) The resolution should include a reaffirmation that the city's camping ordinance will remain enforced and that camping, by definition of that ordinance, is prohibited. We are concerned that the city is sending a message that other codes may not be enforced over time. This could cause grave unintended consequences. Defining the scope of this effort as much as possible, while, at the same time, reinforcing important codes and ordinances will do much to alleviate the impression that the city is permitting unlawful activity.

Thank you for considering the incorporation of these recommendations into your resolution. As you know, this effort is addressing just one symptom of the economic challenges facing our city, homelessness. The Alliance would like to continue to work with you on targeting the root causes of homelessness in order to eliminate it; in particular, we ask you to partner with us on creating living-wage jobs for all Portland residents so that individuals and families can afford to pay for basic necessities like food, clothing and shelter. We welcome your efforts and collaboration on this effort.

Sincerely,

A handwritten signature in black ink, reading "Sandra McDonough". The signature is fluid and cursive, with a long horizontal stroke at the end.

Sandra McDonough
President & CEO
Portland Business Alliance