



CITY OF
PORTLAND, OREGON

OFFICIAL
 MINUTES

A REGULAR MEETING OF THE COUNCIL OF THE CITY OF PORTLAND, OREGON WAS HELD THIS 11TH DAY OF JUNE, 2014 AT 9:30 A.M.

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

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

Item Nos. 588, 595 and 596 were pulled for discussion and on a Y-5 roll call, the balance of the Consent Agenda was adopted.

COMMUNICATIONS	Disposition:
581 Request of Justin Kerston to address Council regarding raising the minimum wage in the City to \$15 per hour (Communication)	PLACED ON FILE
582 Request of Michael Withey to address Council regarding homelessness (Communication)	PLACED ON FILE
583 Request of Charles Johnson to address Council regarding review item 348, communication and public involvement improvements, working groups (Communication)	PLACED ON FILE
584 Request of Patty Burkett to address Council regarding Home Forward and problems in the public housing programs overall (Communication)	PLACED ON FILE
585 Request of Michael Van Kleeck to address Council regarding Portland's history as the USA model for city planning (Communication)	PLACED ON FILE
TIMES CERTAIN	
586 TIME CERTAIN: 9:30 AM – Accept report on Micro Community Concepts – Building Low Income Housing (Report introduced by Mayor Hales) 30 minutes requested Motion to accept the report: Moved by Fish and seconded by Fritz. (Y-5)	ACCEPTED

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<p>587 TIME CERTAIN: 10:15 AM – Authorize Intergovernmental Agreement with Portland Public School District for \$5.2 million to review, prioritize and implement transportation safety improvements concerning District schools (Ordinance introduced by Commissioner Novick) 30 minutes requested</p>	<p>PASSED TO SECOND READING JUNE 18, 2014 AT 9:30 AM</p>
<p>CONSENT AGENDA – NO DISCUSSION</p>	
<p>Mayor Charlie Hales</p>	
<p>Bureau of Police</p>	
<p>*588 Authorize a contract with Matrix Consulting Group, Ltd. in an amount not to exceed \$145,000 for staffing analysis services (Ordinance)</p> <p>Motion to add ordinance directive ‘b’ and addition to contract scope of work to include direction to seek cost savings without impacting service and community safety and ensure spans of control are appropriate to effectively and cost-efficiently accomplish city and bureau goals: Moved by Fritz and seconded by Novick. (Y-4; Saltzman absent)</p> <p>(Y-4; Saltzman absent)</p>	<p>186638 AS AMENDED</p>
<p>Office of Management and Finance</p>	
<p>*589 Revise ordinance for an Intergovernmental Agreement with Portland State University for the Hatfield Resident Fellows Program for training and leadership development to clarify the amount per Fellow and the total contract threshold dollar amount (Ordinance; amend Ordinance No. 186592)</p> <p>(Y-5)</p>	<p>186629</p>
<p>*590 Revise ordinance for an Intergovernmental Agreement with Portland State University for the Oregon Fellows Program for training and leadership development to clarify the amount per Fellow and the total contract threshold dollar amount (Ordinance; amend Ordinance No. 186593)</p> <p>(Y-5)</p>	<p>186630</p>
<p>591 Amend contract with Moore Iacofano Goltsman, Inc., P.C. to increase contract amount by an additional \$12,740 to provide additional consultant services for redevelopment of the ADA Title II Transition Plan for the City of Portland (Second Reading 553; amend Contract No. 30002636)</p> <p>(Y-5)</p>	<p>186631</p>
<p>Commissioner Nick Fish</p>	
<p>Position No. 2</p>	
<p>Bureau of Environmental Services</p>	
<p>592 Authorize Community Watershed Stewardship Program to redirect \$8,000 in unspent grant funds for Native Plant Mini Grants awards up to \$500 each (Second Reading Agenda 555)</p> <p>(Y-5)</p>	<p>186632</p>

<p>Commissioner Dan Saltzman Position No. 3 Portland Housing Bureau</p>		
<p>593 Approve and terminate Limited Tax Exemptions for properties under the Homebuyer Opportunity and Transit Oriented Development Limited Tax Exemption Programs (Resolution) (Y-5)</p>		<p>37078</p>
<p>*594 Accept two grants totaling \$534,824 from the U.S. Department of Housing and Urban Development for administration of the regional Homeless Management Information System and OTIS supportive housing programs (Ordinance) (Y-5)</p>		<p>186633</p>
<p>Commissioner Steve Novick Position No. 4 Bureau of Emergency Management</p>		
<p>*595 Authorize application to the Department of Homeland Security Urban Area Security Initiative Grant program for a grant in the amount of \$902,500 to enhance emergency preparedness by planning, training and equipping emergency responders (Ordinance)</p>		<p>REFERRED TO COMMISSIONER OF PUBLIC SAFETY</p>
<p>*596 Authorize application to the Federal Emergency Management Agency Emergency Management Performance Grant Program for a grant in the amount of \$385,027 to administer an integrated all hazard emergency management program for the City (Ordinance)</p>		<p>REFERRED TO COMMISSIONER OF PUBLIC SAFETY</p>
<p>Bureau of Transportation</p>		
<p>*597 Authorize application to the Oregon Department of Transportation and Department of Land Conservation and Development for four Transportation and Growth Management grants in the amount of \$700,000 (Ordinance) (Y-5)</p>		<p>186634</p>
<p>*598 Authorize a contract with the lowest responsible bidder for the N Williams Traffic Safety and Operations Project (Ordinance) (Y-5)</p>		<p>186635</p>
<p>Commissioner Amanda Fritz Position No. 1 Bureau of Development Services</p>		
<p>*599 Authorize an Intergovernmental Agreement with the State of Oregon on behalf of Portland State University for the use of parking permits and access cards at the 4th Avenue Garage and provide for payment (Ordinance) (Y-5)</p>		<p>186636</p>

<p style="text-align: center;">City Auditor LaVonne Griffin-Valade</p> <p>*600 Assess property for system development charge contracts and private plumbing loan contracts and safety net loan deferral contracts (Ordinance; Z0804, K0147, T0158, W0035, Z1195, K0148, T0159, Z0805, W0036, P0126, P0127) (Ordinance) (Y-5)</p>	<p>186637</p>
<p>REGULAR AGENDA</p>	
<p>S-601 Direct the City Budget Office to establish an ongoing General Fund current appropriation level target of \$300,000 for the Housing Investment Fund, starting in FY 2015-16 to be adjusted in the Fall Budget Monitoring Process to reflect half of prior year collections of transient lodging taxes from short term rentals (Resolution introduced by Commissioners Saltzman and Fish; Previous Agenda S-575)</p>	<p>REFERRED TO COMMISSIONER OF PUBLIC AFFAIRS</p>
<p>Mayor Charlie Hales</p>	
<p>602 Refer amendment to Chapter 9 of the City of Portland Charter to the November 4, 2014, General Election ballot to require that funds collected through the Transportation User Fee will be used for transportation purposes, with the majority of funds used for transportation maintenance and transportation safety improvements (Previous Agenda 547)</p>	<p>CONTINUED TO JUNE 18, 2014 AT 9:30 AM</p>
<p>Bureau of Planning and Sustainability</p>	
<p>603 Improve land use and other City regulations through the Regulatory Improvement Code Amendment Package 6 – Technical Amendments (Second Reading Agenda 577; amend Code Title 16 and Title 33) (Y-5)</p>	<p>186639</p>
<p>Office of Management and Finance</p>	
<p>604 Accept bid of Insituform Technologies, LLC for Cured in Place Pipe 2014 Sewer Rehabilitation for \$2,374,487 (Procurement Report - Bid No. 116564) Motion to accept the report: Moved by Saltzman and seconded by Fritz. (Y-5)</p>	<p>ACCEPTED PREPARE CONTRACT</p>
<p>605 Grant a franchise to Google Fiber Oregon, LLC to construct and operate a fiber network using the City Streets, for a period of ten years (Second Reading Agenda 417) (Y-5)</p>	<p>186641</p>
<p>606 Authorize sewer revenue bonds to refund outstanding bonds and finance sewer system capital improvements (Second Reading Agenda 569) (Y-5)</p>	<p>186640</p>
<p>Office of Neighborhood Involvement</p>	

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<p>*607 Authorize \$42,126 total in Civic Engagement Grant agreements for the East Portland Action Plan 2014 (Previous Agenda 580) (Y-5)</p>	<p>186642</p>
<p>Commissioner Nick Fish Position No. 2 Bureau of Environmental Services</p>	
<p>608 Authorize an open and competitive solicitation process for residuals hauling services to Madison Ranches for a contract in an estimated annual amount of \$1,500,000 (Ordinance)</p>	<p>PASSED TO SECOND READING JUNE 18, 2014 AT 9:30 AM</p>
<p>609 Authorize a contract with HDR Engineering, Inc., for professional services for the design of the SE Interceptor Rehabilitation No. E10030 for \$1,727,430 (Ordinance)</p>	<p>PASSED TO SECOND READING JUNE 18, 2014 AT 9:30 AM</p>
<p>610 Replace Code for Public Sewer and Drainage System Permits, Connections and Maintenance Chapter to enhance clarity, consolidate public sewer system requirements and enhance ease of use (Ordinance; replace Code Chapter 17.32; amend Code Sections 17.38.030 and 17.38.040)</p>	<p>PASSED TO SECOND READING JUNE 18, 2014 AT 9:30 AM</p>
<p>611 Authorize a contract with CH2M Hill Engineers, Inc., for professional services for the design of the Structural Rehabilitation of Taggart Outfall 30, No. E10220 for \$2,563,250 (Second Reading Agenda 554) (Y-5)</p>	<p>186643</p>
<p>Water Bureau</p>	
<p>612 Authorize a contract with Infra Terra, Inc. for a Water System Seismic Study in the amount of \$1,124,590 (Second Reading Agenda 572) (Y-5)</p>	<p>186644</p>
<p>Commissioner Dan Saltzman Position No. 3 Portland Housing Bureau</p>	
<p>*613 Update the System Development Exemption Program to reflect current administration by the Portland Housing Bureau, change income limits and establish Administrative Rules (Ordinance; amend Code Section 30.01.095) 10 minutes requested</p>	<p>CONTINUED TO JUNE 18, 2014 AT 9:30 AM</p>
<p>*614 Change the Homebuyer Opportunity Limited Tax Exemption Program to remove homebuyer opportunity areas, modify income eligibility requirements and clarify compliance process (Ordinance; amend Code Chapter 3.102) 10 minutes requested</p>	<p>CONTINUED TO JUNE 18, 2014 AT 9:30 AM</p>

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<p>*615 Repeal Ordinance No. 186523 in its entirety and authorize an Intergovernmental Agreement with the City of Gresham, Multnomah County and Home Forward to establish the Home for Everyone Coordinating Board, an advisory board to address homelessness in Multnomah County (Ordinance; repeal Ordinance No. 186523)</p> <p>Motion to add to contract exhibit A, top of page 2 a bullet to read “improve accessible housing options for people with disabilities”: Moved by Fritz and seconded by Novick. (Y-5)</p> <p>Motion to add to contract exhibit A, page 5, Executive Committee Leadership, Portland representatives additional wording “Portland Housing Bureau, or another if the Mayor is in charge of the Housing Bureau.”: Moved by Fritz and seconded by Fish. (Y-5)</p> <p>(Y-5)</p>	<p>186645 AS AMENDED</p>
<p style="text-align: center;">Commissioner Steve Novick Position No. 4 Bureau of Transportation</p> <p>616 Vacate a portion of N Argyle St east of N Kerby Ave subject to certain conditions and reservations (Hearing; Ordinance; VAC-10087) 10 minutes requested</p>	<p style="text-align: center;">PASSED TO SECOND READING JUNE 18, 2014 AT 9:30 AM</p>
<p>617 Assess benefited properties for street, sidewalk and stormwater improvements from Pardee St to Liebe St in the Lents Phase IV / SE 118th Ave Local Improvement District (Second Reading Agenda 543; C-10040)</p> <p>(Y-5)</p>	<p style="text-align: center;">186646</p>
<p style="text-align: center;">City Auditor LaVonne Griffin-Valade</p> <p>618 Assess property for sidewalk repair for the Bureau of Maintenance (Second Reading Agenda 576; Y1083)</p> <p>(Y-5)</p>	<p style="text-align: center;">186647</p>

At 12:49 p.m., Council recessed.

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A RECESSED MEETING OF THE COUNCIL OF THE CITY OF PORTLAND,
OREGON WAS HELD THIS 11TH DAY OF JUNE, 2014 AT 2:00 P.M.

THOSE PRESENT WERE: Mayor Hales, Presiding; Commissioners Fish, Fritz,
Novick and Saltzman, 5. Hales arrived at 2:05 p.m.

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

<p>619 TIME CERTAIN: 2:00 PM – Adopt the recommendations in the Foster Road Transportation and Streetscape Plan (Resolution introduced by Commissioner Novick) 1.5 hours requested (Y-5)</p>	<p>Disposition:</p> <p>37079</p>
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At 3:57p.m., Council recessed.

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A RECESSED MEETING OF THE COUNCIL OF THE CITY OF PORTLAND, OREGON WAS HELD THIS 12TH DAY OF JUNE, 2014 AT 2:00 P.M.

THOSE PRESENT WERE: Mayor Hales, Presiding; Commissioners Fish, Fritz, Novick and Saltzman, 5. Hales and Saltzman arrived at 2:03 p.m.

OFFICERS IN ATTENDANCE: Karla Moore-Love, Clerk of the Council; Kathryn Beaumont, Chief Deputy City Attorney; and Wayne Dykes, Sergeant at Arms.

<p>620 TIME CERTAIN: 2:00 PM – Appeal of Eastmoreland Neighborhood Association against Hearings Officer’s decision to approve a zone map amendment, adjustment and land division partition at 3058 SE Woodstock Boulevard (Hearing; Previous Agenda 331; LU 13-219755 ZC AD LDP) 30 minutes requested</p> <p>Motion that the Council adopt an order that states:</p> <p>A. The applicant (Rob Humphrey) has withdrawn the underlying application for a zone change, land division and adjustment for a site located at 3058 SE Woodstock Boulevard (LU 13-219755 ZC LDP AD).</p> <p>B. The appellant (Eastmoreland Neighborhood Association) has asked the Council to remove the appeal from the Council agenda and give it no further consideration.</p> <p>C. As a result of the applicant’s and appellant’s actions, the Council lacks jurisdiction to address the substantive issues raised in the appeal or to approve or deny the underlying application, and the Hearings Officer’s decision is void and of no effect.</p> <p>D. In adopting this order, the Council expressly takes no position on the appellant’s claims of error concerning the Hearings Officer’s decision or the substantive merits of the Hearings Officer’s decision.</p> <p>E. The effect of the Council’s order is that the zoning and comprehensive plan designation for the site remains unchanged. The site remains Residential 7,000 (R7) with a comprehensive plan map designation of Residential 5,000 (R5) unless or until the zoning/plan designation is changed by either: (a) a future application for a quasi-judicial comprehensive plan map amendment and/or zone change; or (2) a future legislative revision to the comprehensive plan or zoning maps that includes the site.</p> <p>Moved by Fritz and seconded by Fish. (Y-5)</p>	<p>Disposition:</p> <p>APPLICATION AND APPEAL WITHDRAWN</p>
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At 2:05p.m., Council adjourned.

LAVONNE GRIFFIN-VALADE
Auditor of the City of Portland



By Karla Moore-Love
Clerk of the Council

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

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Closed Caption File of Portland City Council Meeting

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

Key: ***** means unidentified speaker.

JUNE 11, 2014 9:30 AM

Hales: Good morning, everyone, and welcome to the June 11th meeting of the Portland City Council. Would you please call the roll, Karla?

Fish: Here. **Saltzman:** Here. **Novick:** Here. **Fritz:** Here. **Hales:** Here.

Hales: Good morning, everyone. We need to start this morning with tragedy and remembrance. A wonderful young man named Emilio Hoffman lost his life yesterday at a school shooting. We lose young people to gunfire in our city way too often, but the impact on all of us of a place of safety becoming a place of tragedy is, I think, especially hard, and we need to talk more about whys and what elses, but first we need to take a moment in respect for his family, and in the loss of this young man and all his possibilities and take a moment of silence, please, for Emilio Hoffman. [moment of silence] Thank you. This council and this community will soon begin work on our legislative agenda for the next session of the Oregon legislature. It is, I think, worth noting that this young man died on the same day that the state of Washington implemented a new law that says that someone under a restraining order needs to return their guns. A common sense change in policy. We ought to be talking about a lot of such common sense changes in policies for our state. This was not god's will. This was not a natural disaster. This is the consequence of laws that are out of balance. And we will have -- once again -- in this state, the opportunity in January of 2015, to get them into balance. And I look forward to doing that work with the council that believes in those principles and believes in the need for that change, and with the community that's impatient for us to get it right. Thank you all. Let's move onto more happy news about good things in our community. We're here today with a number of celebrations and occasions, and I am happy to start with the first of those with this proclamation because it's Pride Week. Whereas, the city of Portland has been the site of lesbian, gay, bisexual, transgender, and queer pride celebrations since 1970; and whereas, the city of Portland is committed to diversity, social justice, equality, and mutual respect as fundamental aspects of a healthy community; and whereas, Portland's LGBTQ community contributes significantly to our city's economic, artistic, political, and social wellbeing; and whereas, the long and ongoing struggle of transgender, gender queer, lesbian, gay, bisexual, and other sexual minorities for basic civil and human rights continues to provide inspiration to all those who work against discrimination and oppression; and whereas, Portland is home to three annual pride celebrations, Pride Northwest, June 14-15; Black Pride, June 18-22, and Latino Gay Pride July 25-27; now, therefore, I, Charlie Hales, mayor of the city of Portland, Oregon, the city of roses, do hereby proclaim June 2014 to be Portland Pride Month in Portland and encourage all residents to observe this month. Let's hear it for Pride Month. Thank you all. [applause]

Hales: Commissioner Fish, I think that you have a related item to talk about this morning, as well.

Fish: Thank you, Mayor. I would like to invite Debbie Caselton and Debra Porter to up come forward if they're here. Welcome, ladies. Mayor, last night we had a kickoff of the Pride Northwest festival in the downstairs of City Hall, and a number of honored guests, including a proclamation from the governor. And there was a special recognition during that event, which we're going to do a reprise of this morning. Debra Porter is here from Pride Northwest, Debbie Caselton, is -- as we know -- we know Debbie as a long-term, valued, stellar employee of the Bureau of Environmental Services, and someone who has really mastered the art of public engagement, public involvement

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through very difficult projects that BES does. Well, Debbie is also a leader in DEEP, which is a group of Diverse and Empowered Employees at the City of Portland. It is in the forefront of the struggle for equality for all. Debbie is also a proud foot soldier in the struggle for equality more broadly in our community, and has been very active in social justice causes. But most importantly for this morning, Debbie was singled out by Pride Northwest with the Spirit of Pride Award this year. And so she brings great pride to the city and to her community, and we are here today to recognize and thank her. Debbie, Congratulations. [applause] I am going to ask her to say a few words, and then Debra.

Debbie Caselton, Bureau of Environmental Services: I just want to thank you. I am very proud to work for the city and for what I do, and I've known you for a long time and appreciate the work that you have done with -- you know -- working with Barney Frank and the support you've had for the community, and all of you for marching in Pride every year. It's very much appreciated to the community to have that kind of support. Thank you so much. I am very honored. I recently won an award for my public involvement work and my mom was like, oh, that's great -- and then when I told her about the Spirit of Pride Award, she was like, that's so awesome! So, I know where I stand in what she understands and what she's proud of, and that makes me feel great. So thank you very much. And I want to say happy birthday to my daughter, because it's her 23rd birthday today.

Fish: Debbie, we're so proud of your public service. And mayor, one innovation that Debbie has brought to the Bureau of Environmental Services is when we do major capital projects, we do a newsletter and distribute it to businesses and residences with periodic updates on what's happening. And in the last year, we've changed the format so these documents now begin with a memo from Debbie on the front page with her email address and cell phone number -- which I am sure that she regrets giving out. But that means a human face is interacting with people during these projects, and it's actually changed our relationship to the people who are being impacted by these things.

Caselton: Luckily, I'm not the only one they call because we have several team members. We have seven people that work on that team that get lots of calls.

Fish: Well, just to be safe, we left Commissioner Saltzman's cell phone number as a backup. [laughter]

Caselton: We kept him on the letterhead.

Fish: And Debra, welcome. Would you like to say a few words about Pride this year?

Debra Porter: Thanks, Commissioner Fish, council. I am really proud to be here with Debbie. She exemplifies our intent with the Spirit of Pride Award, designed to honor folks who do the work every day of the year, working to increase not just the diversity of the community, but the respect of our community, and the inclusion and visibility. And a lot of times, under adverse circumstances and without a lot of support, periodically, as we've run into in the past. So I have to say that I'm really excited to see this council honoring her and recognizing her in the work that she's doing. Because I think that that's an important statement to make, so I want to say thank you for that. And it's Pride time.

Caselton: Time to celebrate.

Porter: That's right.

Hales: Thank you both.

Fritz: Debra, could you tell us about the festival and how people can get involved, what the logistics are for this weekend?

Porter: The Portland Pride waterfront festival and parade is June 14, 15, this coming weekend. The festival is 12:00 to 6:00 on both days at the waterfront. The parade kicks off at 11:00 on Sunday morning. I think it's probably the largest that we've ever had. We've had to cut off registration. We're starting to worry about, are we going to have to cross the freeway, what are we looking at? So, it's pretty big. There's a lot of energy, a lot of progress in our community this year, and you can

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feel that. The weather is in our favor, which is always nice, and it's just -- there's lots happening. Thanks.

Hales: Great. Well we would love to take a photo with the two of you and this award that you're receiving. [photo taken] I think we have one more item before we start with the regular council calendar and I'll turn to Commissioner Fish for that.

Fish: Thank you, Mayor. I would like to welcome to the podium two honored guests today. Stephen Marc Beaudoin of PHAME; and Chrystal Figueroa, a local artist and a poet. Would you please both join us? [applause] I'm going to read a proclamation and turn it over to our friend, Stephen. Today, we are proud to celebrate PHAME's 30th anniversary in our community. Since 1984, PHAME has given adults with developmental disabilities the opportunity to learn and appreciate and to make art. They are the gold standard when it comes to increasing access to the arts for all. And on behalf of the mayor and the council today, I am proud to read this proclamation in PHAME's honor. Whereas, PHAME is a lifelong learning arts program for adults with developmental disabilities in our community; and whereas, PHAME serves over 100 individuals annually in arts classes and workshops, community integrated performances and shows, and social activities and programs; and whereas, PHAME collaborates with artists and arts organizations from across Portland and beyond, including artistic collaborations with Pink Martini, Portland Center Stage, and the Portland Cello Project, actors Amy Beth Frankel and Isaac Lamb, Storm Large, Live Wire, and many more; and whereas, PHAME was founded in 1984 by a group of supportive families and individuals who believed in the possibility and value of all people; and whereas, for more than 30 years, PHAME has supported the self-determination and personal achievement of hundreds of individuals with developmental disabilities; and whereas, the city of Portland is extremely proud to support PHAME's work and awarded the nonprofit the 2011 Making a Difference Award; and whereas, PHAME is celebrating its 30th anniversary by showcasing the talents of PHAME artists and performances across Portland, including an April art show right here in City Hall; now, therefore, I, Charlie Hales, mayor of the city of Portland, the city of roses, do hereby proclaim June 11, 2014 to be a day of recognition for PHAME's 30th anniversary in Portland and to encourage all residents to observe this day. Congratulations. [applause] Stephen?

Stephen Marc Beaudoin: Thanks, Commissioner Fish and Mayor Hales and everyone on the council. I'm Stephen Beaudoin, I'm the executive director of PHAME. It's an honor to join you today. This is a major milestone for us, and I am here with one of our amazing artists, who is the real star of the show. Her name is Chrystal Figueroa. Chrystal, tell us a bit about yourself.

Chrystal Figueroa: Sure. My name is Chrystal Figueroa. I am 23 years old. I was born in Nicaragua, and I work at New Season's market.

Beaudoin: Awesome. What are some of the things you do at PHAME?

Figueroa: I love PHAME because I like to express who I am, and also I like writing, I like meeting new people. I love the classes there, it's amazing. All the teachers are all amazing there.

Beaudoin: Do you have a favorite staff member?

Figueroa: Yes, I do.

Beaudoin: I'm just kidding, that was a leading question.

Fritz: In case you don't want to hear the answer. [laughter]

Beaudoin: Exactly.

Figueroa: My answer is Jessica Dart. [laughter]

Beaudoin: The artistic director -- that's a great answer, actually. You're going to hear more from Chrystal in a second. I also want to recognize that we are joined by an amazing group of friends, families, donors, business leaders. I'd like them to stand, please, if you are here to stand with PHAME, please stand now. Thank you. [applause] And please stay standing. These are folks from across the community. They're educators, artists, board members, business leaders, donors, volunteers, and they are here to stand with PHAME. Why do they stand with PHAME? I asked them

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this on social media, I asked them, why are you going to be here to stand with PHAME today? And here's some of what they said. They said, I stand with PHAME because while programs and services for people with disabilities continue to be cut, PHAME stands strong for my child. Because PHAME means everything to us. I stand with PHAME because without it, many talented folks would not have a chance to grow and bloom into fabulousness -- appropriate for pride. Because it allows individuals and their families the freedom of artistic expression and the joy and friendships that come with being a part of community. Because art is oxygen. I stand with PHAME because it's a life changing organization for our daughter, for our family and friends, and for the entire Portland community. Because college remains inaccessible to most persons with developmental disabilities, and yet learning is a lifelong endeavor. Because the affirmation and celebration of the individuals that PHAME serve uplifts the quality of life for all of us because it helps us to understand the spirits of those we nurture. Because PHAME inspires me to continuously reach for my full potential. I stand with PHAME because art and music are universal languages, and all should be allowed to speak and share them, and because every face could be my child or my friend, and they deserve us with them. So, I want to thank all of you that are here standing with PHAME. You are welcome to have a seat again. And I really want to introduce Chrystal because she's got two poems to read for you. I will turn it over to you. What's the first? Oh, and we have copies signed by the poet for all of you to have here today. You may remember that when I testified in support of RACC funding last month, I read one of Chrystal's poems for you, and we have two new ones to share with you today. So Chrystal, take it away.

Figuroa: Sounds good. My first poem is Feeling Happy, a poem by Chrystal Figuroa. Look around you. There is a little magic in every voice. You are my passion of love. I like making people happy. Feel the air so powerful. Feeling happy is the key to unlock the magic around us. Keep up. Everyone is different somehow. It's powerful enough to keep our friendship alive. This is your time to feel happy. Nothing feels the same. Light up the stage and feel the greatest moment you've been waiting for. So, feeling happy makes you special. You are my friend. There is a touch of magic everywhere you go. Everyone has a voice to share. There is a spark of joy of happiness. Please get up and join me. Feeling happy is a rainbow so bright.

Beaudoin: Thank you, Chrystal. [applause] Yes, applause, please. So, before Chrystal reads her last poem -- we've been doing this work for 30 years in this community, and for better or worse, I think the work that we're doing is relevant and needful as ever, because higher education still remains inaccessible to the population that we serve. Because unemployment for adults with developmental disabilities runs into the 80th percentile. Because there is still, unfortunately, in 2014, resides a great amount of social stigma, negative stigma surrounding disability. These are the issues that we're working on. We've been doing it for 30 years, we want to be around for 30 plus years more. And because of your support of arts and culture, your support of RACC, your belief that art is essential to the health of this community, we're able to do the work that we do. So, we really appreciate the council's commitment to this work. Lastly, I asked Chrystal, and she said yes, to write a poem particularly for today's occasion, so this is the world premiere of this next poem that she has written especially for today's occasion and dedicated it to the city of Portland. So, here it is.

Figuroa: People Around the City of Portland, a poem by Chrystal Figuroa. Open your eyes. Look around. The sunshine in Portland, Oregon. I love the way that everyone is included. Education is very important. Everyone deserves a chance to grow whatever you want to be. I am holding out my inner pride. I love looking at the skyscrapers so high in the magical, brightest rainbow with all the colors in the world. Look at the mountain so deeply green, just like the beautiful trees. I'm swimming like a dolphin in the blue, deep ocean far away. I feel sad and shatter my heart when the Portland rains come down. Keep on shining, like dancing with the sun, so clear that you can't see anything. Singing makes you happy and strong every time I see you. I'm a glorious thought. I'm smiling to everyone I see when Portland shines bright. Let me tell you something about Portland,

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Oregon. Looking through my future, I'm not scared any more. I love all the opportunity. Getting a job is very important. If you want to be independent in your near future, getting freedom from your parent is the greatest way to say, I love you, but you drive me crazy. I love you. [laughter] [applause]
Beaudoin: Chrystal Figueroa. Thank you.

Hales: Thanks very much for coming, and we have the proclamation for you, as well. We've read it, so we simply want to take the photo with you. [photo taken] My wife Nancy and I and Commissioner Fritz had the chance to sing along with the PHAME Academy at the Pioneer Courthouse Square celebration, and that was really fun. I don't think that they are ready to recruit either of us as vocalists, but they were very accepting of our singing ability or whatever ability we brought, and it was a lot of fun. I look forward to the next time that we either are enjoying the performance of your artists in one medium or another, or maybe even participating like that. Thank you. OK, we're ready to turn to the regular council calendar this morning. We'll begin with communications items, and then move on to the rest of the council calendar. Some basic rules of procedure that we follow here. One, we allow people to come and sign up for communications, and we'll take those first. Then we take up agenda items. Even though we do celebrations at the beginning of council, we ask that in respect for our fellow citizens, that we don't do vocal demonstrations during regular council meeting. If you agree with somebody, hold up your hands or otherwise give them the thumbs up. If you disagree, you are free to do so with a gesture as well. But the point is, people get to come here and say things that are popular or unpopular, and we want to give them the opportunity to do that. Secondly, if you're testifying on a calendar item, please testify on that item, on the item in front of us. If you are a lobbyist representing an organization, please let us know who you are representing. Finally, if you have any materials to hand out, please provide them to our council clerk, and she will distribute it to the council. So with that, welcome and let's take item 581, please.

Item 581.

Hales: Good morning.

Justin Norton-Kertson: Good morning. My name is Justin Norton-Kertson. I am an organizer with 15 Now PDX. This past equal payday, the city council held a rally to highlight the unequal pay of women and the need for higher wages in our city in general. During the rally, it was stated the minimum wage needs to be raised, and the state legislature was called upon to remove the preemption law that prevents municipalities in Oregon from raising the minimum wage for all their workers. You were correct, the minimum wage does need to be raised in Portland. This is an increasingly expensive city. The cost of rent is rising at more than twice the national rate of inflation. Rents increased by 4.9% from 2011 to 2012, and according to the Labor Bureau, in 2013, the average rate of inflation in the U.S. at 1.6%, however, during the same period of time in Portland, rents increased by 4.5%, groceries by 3.5%, the cost of eating out at a restaurant in Portland went up by 6.4%. Other sectors of Portland's economy saw similarly high inflation over the last few years. According to the Out of Reach 2014 report by the National Low Income Housing Coalition, a single mother making minimum wage in the city of Portland has to work 78 hours per week in order to attain a basic level of economic security. Working a 40-hour per week job, she would have to earn \$17 an hour in order to provide basic housing and food for her and her children. A \$15 minimum wage, on the other hand, brings the families right up to that level of basic economic security at about \$63,000 per year combined for a two-parent, one child family. This makes it clear that the basic economic security of Portland's residents, parents, and children is dependent on a higher minimum wage, at least a \$15 an hour minimum wage. While we commend the council for calling on the state to repeal the preemption law, what we really need is for this body to actually act in the best interest of the people that it represents. What we need is for you to do is to take a stand on the minimum wage, tell us what you endorse, don't just tell us that you support the wage being raised, but take a stand for \$15 an hour. We also need you to actually work towards

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making this happen. The state preemption law, while it's there, does contain exceptions that allows the Portland City Council to act right now to raise the minimum wage for many workers in Portland. These exceptions allow you to take immediate action to raise the minimum wage for all city workers in Portland to \$15 an hour, and to require that all contractors working with the city pay their employees at least a \$15 minimum wage. This will be a positive start and first step that would show your commitment to raising the minimum wage here in Portland. It would also go a long way toward pressuring the state to actually lift the invasive preemption law. So on behalf of your constituents and the workers of the city of Portland who have rent to pay and children to feed, 15 Now PDX presents 1000 signatures demanding that you take immediate action to begin implementing these exceptions to the state preemption law, and that you pass a living wage tax that taxes big corporations and other large businesses in Portland that don't pay all of their employees \$15 per hour. Thank you.

Hales: Thank you for your advocacy. [applause]

Fritz: Mayor, may I respond? So appreciate your advocacy, and I've been looking into this because my bureau, the bureau of Parks and Recreation, is the one that employs over 2000 employees who don't make \$15 an hour. So, as you know, the city government has to pass a balanced budget. We're not allowed to borrow like the federal government. So it would cost about \$2.7 million to bring the Parks employees all up to \$15 an hour. This past budget session, the council changed 22 positions from seasonal to full-time, because we also have thousands of seasonal workers who do not make city benefits. They don't get any benefits except the sick time that we passed, this council passed. My hope is to bring more and more of the seasonal workers into full-time permanent positions with full benefits. So, those are the choices. That we can spend 2.7 million bringing everybody up to \$15 an hour, or we could spend a 2.7 million bringing, I think that would be 40 or 50 workers up to permanent status with full-time benefits. Or we could spend 2.7 million on major maintenance, because we currently have \$1.25 million in the budget each year for major maintenance. But the needs in maintenance is \$36 million. So, there are choices to make. My daughter works in retail and doesn't make \$15 an hour. Her challenge is that she doesn't get 40 hours a week, either, so that would be another trade-off, is if we increased the minimum wage are we going to have more workers who work fewer hours, but don't have set schedules so they can't even get a second job. So, I'm just telling you this to let you know that we have done some looking into things since the rally. It certainly is a great goal, and we want all workers who work 40 hours a week to be able to have a living wage and spend time with their family. The question is, where does the money come from? And I do appreciate the suggestion of a large corporation tax. As Commissioner Novick is looking into, there's a lot of resistance to raising more revenue, but after six years of working on the city budget, I'm convinced that there isn't a big bucket of money sitting somewhere, so we do need to have those other discussions of how do we pay for what we all agree is the right thing to do.

Norton-Kerston: Sure, we -- [indistinguishable]

*****: [inaudible]

Hales: Folks, let him speak, please. He's here.

Norton-Kerston: Obviously, there's some things that need to be worked out, money doesn't just come out of nowhere. But like the living wage tax, and other ideas that we feel that we could bring to the table that could help get us there, we look forward to having the dialogue with you and seeing what we can do to actually make it work. We firmly believe that there's more than just two choices out there, and that we can figure out a way to do it. If we can cut the red tape to build all of the new development projects that happen in the city, we can certainly cut through some red tape to get our employees in this city a living wage.

Hales: I appreciate you doing this now. As I mentioned earlier, we're getting ready to prepare our legislative agenda -- what we want the legislature to do next session. That's part of the equation, as you know.

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Norton-Kerston: Yeah, we would like to see the preemption law in that agenda.

Hales: Yeah, we don't like preemptions, in general, and we don't like this one, either. So, that's a good issue to start raising now, not just with us, but with the state legislators. Hey, would you let the city of Portland have the freedom to do its job on maybe this and some other things, too? But particularly, in your case, on this. And then you have also rightly raised the question of what we could do within the authority that we already have. We are preempted from having a blanket policy, but we aren't preempted from doing anything at all. So, thanks for noticing those distinctions, and those are the lanes that we have to work in. But there obviously are choices, as Commissioner Fritz pointed out.

Norton-Kerston: Right. Anybody going to endorse 15 right now?

Hales: We'll be doing our legislative agenda shortly, and I think that you'll be hearing from all of us.

Norton-Kerston: Great, I look forward to it. Thanks.

Hales: Thanks very much, folks. [applause] OK, folks. Let's move onto the next communications item, please.

Item 582.

Moore-Love: He'll be speaking during the time certain.

Hales: Oh, that's right, there is a calendar item. OK.

Item 583.

Hales: Good morning.

Charles Johnson: Good morning, Commissioners. It's a pleasure to be in front of you again, especially on a day when we have the sad news about the murder of Emilio. The other good news was presented afterwards, and that's one of the reasons I'm very happy to live in Portland. I guess we'll briefly dispose of what's -- actually, what's written down many weeks ago. As some of our citizens don't know, if you want to come up here and speak, there could be a six to eight-week delay for some people to get that. And when I spoke before an item 348, that was the issue. Since that time, I feel we've had one particularly bad week when agencies paid through the city did their own Occupy Portland thing. They came up and occupied four out of five public comment slots. Clean and Safe and Doreen Binder blocked people who don't get money filtered to them through the city from using four of the five communication spots. That's one of the reasons that I had wait an extra week to come up here. So I hope that in the future, agencies that are primarily funded through the city -- such as Clean and Safe and TPI -- won't have to use the public comment period that they can use their connections in the budget process so that they can be put on the agenda. As we noticed, Mr. Withey's spot is not being used because he did go through the channels to use the agenda. I think we should go back --- and in light of the murder of Emilio Hoffman yesterday -- not just talk about this as the 74th school shooting, and not just talk about it just about gun control, but the fact that it's indicative of the social safety net problem. While it's a certainly a tragedy that Emilio is dead, what that means is that the safety net in our town is so broken that somebody got the crazy idea to take a gun to school and kill him. And some tragedy will happen, we can't have a guaranteed system. But obviously, the best memorial of his tragic passing is to find ways to make sure that other people, especially people his age, never feel so distressed that the idea that comes into their head is to take a gun to their school and end the lives of one of their classmates. There were some other concerns. We've talked about preemption, which also relates to the way the governor snuck things into us about local food regulations. But I think that really, the issue I just spoke about, the fact that yesterday's tragedy at Reynolds High School is indicative of the problem that we have of making students and our neighbors aware of the systems to save lives. Not just the life of young Mr. Hoffman that was lost, but the young man who destroyed his life by committing that murder. And I look forward to more engagement from this council as we try and use our scarce resources to be sure that there are better systems in place. Thank y'all.

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Hales: Thank you. Thanks very much.

Item 584.

Moore-Love: She called this morning and will be rescheduling.

Hales: Alright. 585, please.

Item 585

Hales: Mr. Van Kleeck, are you here? OK, apparently not. Alright, then let's move onto the consent calendar. We have the number, or at least one change. Two, three changes. I am pulling item 588 over to the regular agenda. Commissioner Novick has requested that items 595 and 596 be referred back to his office. Are there any other changes? If not, then I will order 588 moved to the regular calendar, and 595 and 596 return to Commissioner Novick's office. And let's take a vote on the balance of the consent calendar, please.

Roll on the consent calendar.

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

Item 586.

Hales: Mr. Withey, come on up. Good morning.

Michael Withey: Thanks for having me. I'm here to talk about low-cost housing. I think that we all know that we have a certain gap in the housing in Portland. We have a shortage of housing, obviously, but we have a very serious shortage -- in fact, we have nonexistent affordable housing, so.

Fish: Michael, do you have a written report?

Withey: I do, and it was supposed to be handed to you.

Hales: I have got one in my packet. Do you have additional copies, Karla? OK, good.

Withey: So we created a nonprofit called Micro Community Concepts, and the theory was to develop micro communities, like you see on the screen there. These are locally built, they're from Hillsboro. I'm going to play a video right now so you can get a better idea. It's just about two minutes.

[video]

*****: So what's good about this house for Haiti is that, first of all, the house is affordable. It's adaptable, it's sustainable, it's resistant to earthquakes, hurricanes, flooding. This house was put together in nine days with six local laborers, they were just selected at random around the site with no talent, no skills. Most of them are illiterate. One can speak a little bit of English. And they were able to put this together with a bit of direction from me -- a lot of direction from me [laughs] on how to put together -- it's a modular system. This particular house is four modules put together that was designed on an original house design I found from the 1800s. It was a tikay, which is Haitian Creole for small house. What they did back then was they would have a 12 by 12 module. They'd get enough money, they'd build a gallery, which that deck is called that. As they get more money, they either enclose the gallery into a room or they add another room, another 12 by 12, and they keep doing that as they get more money, add another 12 by 12, another 12 by 12. So what I did was take a modernization of the old tikay design, the Haitian shotgun style, which is also found in New Orleans, which originated in Haiti -- from West Africa prior to Haiti. Light, airy, the house creates a breeze when you're inside, it's lifted off the ground for floods. You don't need to do a slab on grade. The site can be any terrain -- rough, the house adjusts itself to the site, adjustable legs. One of the parameters in the design, the RFP, they wanted a house with natural ventilation, natural lighting, daylighting. And you can see how bright the house is and how your hair is blowing all over the place, getting in your eyes. [laughs]

[end of video]

Withey: So these guys are out of Hillsboro, and I found out about these guys from a guy named Rob Justice, and I'm sure that most of you guys are familiar with Rob. He founded JOIN, I think, about 20 something years ago. So he's been working together with Dave Carbonneau on Home First

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Development. Dave Carbonneau is a partner. And I originally found out about this two years ago, and unfortunately I kind of let it go. I joined a protest and kind of took a different route. I wish that I would have stuck with this two years ago, because we probably would have already had one built. So the idea is to be able to take -- and get somebody that makes minimum wage, let's say a single mom and she works 20 hours a week, and she obviously can't afford a home. But, these will run for \$250. So she can rent a home. And so, what we would like to do is from 8000 to 21,000, within that range, rent from \$250 to \$350 a month. So, another great thing besides just for having affordable housing is, is that this model is self-replicating. Meaning that after we pay the first pilot project off, then two-thirds of that money will go into a fund to fund the next micro community, and then we'll have two. And then two-thirds of all of that will go to pay for another micro community. But we could also model it as one of the micro communities support -- let's say a neighborhood support center. It's another plan that I have working on. I don't talk about it much because it complicates things, but there's other things that we can use these funds to do to help with the homeless cause, so it's not strictly that. But I like the idea of low income individuals paying for housing for other low income individuals, I think that's a unique idea. And it certainly saves a lot as far as taxes are concerned. So, the self-replicating part is exciting. We also have many different ideas for types of neighborhoods, micro communities. I know that seniors are -- there's a big lack of housing for seniors. We would certainly build these communities strictly for seniors. We could add them for people -- let's say, just got out of prison -- could have a community for that. We could also have families. As you've seen, these can be added to, so we can enlarge them for families. So, we're really trying to help the neighborhoods. We're noticing an influx in Lents and St. John's and many of the neighborhoods. There is a growing population. So, the first thing that we did was go to the neighborhoods and present this plan to them. We went to St. John's, we went to Lents. Our first presentation was to Lents, and we were invited by Jesse Cornett. So, we presented this, and Jesse, at the end of the presentation, did a roll call of everybody in the audience. So all the different folks were there, and he took a vote whether they would be interested in exploring this further. And it was unanimous, not one single person said no, or, you know, stand aside. There was none of that. So the people really do like it. Of the 2000 people that I have talked to about this program, I've yet to see one person say that no, this was a bad idea. There's a lot of concerns. Any time that low income housing is built in anyone's neighborhood, there's lots of concerns. Lots of questions about, well, you know, are they going to be drug dealers? Are they going to be drunks? Are they going to steal from us? Are they going to rob us? And, you know, it's kind of hard for me to keep a straight face when I have to answer that, because there are people that do that all over the city, and we shouldn't assume that because people are low income that they shouldn't be able to live in your neighborhood. I think that single mom that's working part-time at McDonald's deserves to live in your neighborhood just as much as you do. So, it's kind of upsetting when I hear that. But the answer is no, you know, there's plenty of federal studies that have been done about neighborhoods and the worth of someone's house going down because there is low income housing near them. And that's just not true. It's not true at all. So, do we have any -- I would like to take questions kind of as we go. Do you have any questions so far?

Hales: One I have is, in exploring the concept, have you yet figured out whether there are zoning or permitting barriers? In other words, I know that there are barriers of what we typically see built. But is it legally possible in our zoning code -- and it's a timely question because we're working on our comp plan right now.

Withey: That's a very big reason that I'm here presenting today. We did have a presentation with Commissioner Fritz. I believe zoning was there. So from what I understand, they are legal in a high density population area, but not legal for people's backyards.

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Fritz: My understanding is that they are legal in multi-family zones, so R1, R2, those would be fine, allowed by right. And I think that they might be legal as accessory dwelling units -- so just one rather than a bunch.

Hales: One on a single family lot in that otherwise has a house on it, you could build one of these as an accessory dwelling.

Withey: Right.

Fritz: That's my understanding.

Hales: OK.

Withey: So that is an issue and something that I would like to explore further because Dave Carbonneau seems to think that they're not legal. He's been in touch with zoning, and so that's a very big reason why we're here today because we would like to look further into that and see if there's any way that we can work that out. Because it's obviously imperative. Putting these small units in people's backyards is going to offer great opportunity to the city as far as a source of income. Because obviously, you know, there's going to be fees to do this. And people really don't mind paying a fee to have one of these. And it's going to help with housing. We obviously need help with the housing. And it's going to help them, because they are going to need help paying their rent. A lot of these folks are really stretching their budget. So it's going to help everybody if we look into this deeper and make sure that it is legal before we go any further with letting people know that they can go ahead and put these in their backyards. A lot of people have inquired, so we would like to know for sure. So if there's any way that we can meet and discuss that, that would be great.

Fish: I have a couple questions, what you said maybe prompted a question for the commissioner in charge. How would this be different than an accessory dwelling unit, assuming someone wanted to have one of these units in their backyard?

Hales: I don't think we know.

Fritz: It isn't. But what I think what I'm hearing Mr. Withey say is that he wants more than one in the backyard.

Withey: No, that's not what I'm saying. I'm saying that Dave Carbonneau has been to meetings with folks from zoning, and they have told them that no, it's not legal. So, I would like to know, absolutely for sure, maybe go through you.

Fritz: Yes, you are welcome to make an appointment and we'll get the right folks in.

Fish: So I guess the first question is, does this qualify under our existing rules for accessory dwelling units? And as you know, we've been trying to promote the creation of accessory dwelling units. So for a period of time, we actually waived the systems development charges to encourage people to do them. Michael, what's the best example, maybe in the west coast, of where this concept has been tried successfully?

Withey: You know, the concept that I'm talking about has never been tried. I've looked for it all over the place. The closest thing I could find was up in Quixote Village up in Olympia.

Fish: What's it called?

Withey: Quixote Village. There have been contingents from Portland to go up look at it, see what they have got going on. So Quixote Village is 16 units that have been stick built. So they cost approximately \$80,000 apiece. There's no bathrooms. There's no kitchens in the units themselves. They had a common area, they're sort of horseshoe style. They're on a lease, so they report to the government every -- in fact, I think in about four years they have to report. I mean, it's a great thing to do. But unfortunately, they don't have running water, and they don't have systems set up where they're going to end up multiplying. Because obviously, they need more than 16. To me, it's not quite like Dignity Village where you go a certain amount of people helped forever. And what should be transitional housing ends up being permanent housing, so it only helps those, those 16 people. I hope that answers the question.

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Fish: Yeah, and the other question that I wanted to ask you is, a couple of years ago, we got a presentation from the building trades that are involved in a unique program in the prisons where they're helping inmates get career technical education so that when they are released from prison, they can qualify for the trades and hopefully get employment. And one of the programs that they're doing is having inmates build micro homes. And they have a model and a business model that they are trying to pursue. Have you looked into that at all as to whether those units would also fit within your concept?

Withey: You know, there are so many different concepts and so many different models. I mean, you can go online and see hundreds and hundreds of different models. And I have, and I have chosen TECHDWELL because many different reasons. Not just because they're local. But they're built very heavy duty. It kind of reminds me of going into Costco and seeing one of those big freezers. It is steel, super insulation, and steel. It's super strong. They're supposed to last for five decades. A few of us can put it up. If we need to move it, we can take it apart, put it on the pallets, and move it. They are beautiful, aesthetic -- I just like the design, I like everything about it. But I also looked into a thing called blue block. It's a new company here in Portland where they take and make cement buildings 00 very permanent buildings. And they could build us small units like this for about the same price, for about \$10,000 to \$12,000. So, there's many different options.

Fish: My final question is, I think in the prospectus, you're pretty clear that you're not looking for a public subsidy in part because you don't want to see the costs go up because of a number of policies that attach once you get a public dollar.

Withey: Right.

Fish: But in order to take this idea and develop it, what are the things that you'd like us to do? What are the ways that you believe the city can be helpful in developing the concepts?

Withey: Well, I think that most importantly is land. Land is a big issue. I understand that the city of Portland doesn't have a whole lot of land. And I understand that you probably are not in a position to give us land. What would be very nice is if you knew of people that could lease us land, say, for five years. And if we could lease a big enough piece of land where we could put 25 or 30 of these units, then we could use that income to go ahead and buy the land within five years, so that would be a good start. We have been looking at property, though. We are looking at property at 146th and Burnside. It's .45 acres, so it's not a big piece of land, but we could fit 25 units on it. So it would certainly -- even if I were doing this to make money, it would still be a good investment. So, buying the land at 146th and Burnside would be a great start, but \$350,000 for a plot of land is kind of a lot for us.

Fritz: What's the zoning of it?

Withey: It's multi-family.

Hales: Yeah, I think there are some of follow-up things that we ought to work on. One, let's confirm where this is legally possible and where it isn't under our zoning code. There might also be building code issues, but I suspect that that's easier to figure out. We ought to see what the gap is between what's legal and what we think should be. And again, we're in our comp plan revision process right now, so it's a good time to bring this up.

Withey: Good.

Hales: And then, I think the outreach to neighborhood associations is a great idea. I appreciate your innovation here. I mean, that's why we're putting this on the council calendar and giving it some visibility. About 20 years ago, there was a crazy idea called HOST, called Home Ownership a Street at a Time, where handful of activists said, you know, we could start buying up houses that are tax foreclosed and derelict and fix them up and sell them to people. And it worked. In fact, it worked so well that they essentially worked themselves out of a job.

Withey: Nice.

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Hales: But as a nonprofit, that's a good thing, in this case. And frankly, your effort here really reminds me of Ross Day and what he did with HOST, so I appreciate the fact that you're really looking for a really cost-effective solution. So, I'm happy that you made this much progress, and I wanted the council to get a chance to see the work. But, we'll need to get engaged and Planning and Sustainability bureau, Bureau of Development Services, and maybe others, in terms of figuring out how to make this work.

Fish: Mayor, just one comment about HOST. Actually, they did not work themselves out of a job, they were put out of work because they could not get capital and couldn't afford the land. It points to the challenge of even a well-capitalized, mature nonprofit that has connections to banks and other entities -- the difficulty of finding the dirt and financing it. Have you had a chance to make a presentation before the Housing Bureau's advisory commission to lay out your idea and get the feedback from the bureau?

Withey: I haven't. Initially, it was just about finding out what the neighborhood association is -- what the people, what the citizens want. Because I know without their support, it's not going to happen. It's like -- Amanda, you told me early on -- without the neighborhoods, it's not going to happen. That's what we've been focused on. We've been also giving presentations to, for instance, the Human Rights Commission, and we're working with the Human Rights Commission, we're working with the NAACP, and we're looking forward to going much further with this. However, it does depend on zoning. So, without zoning -- and secondly, we'll look for property.

Fish: One of the benefits of going before the housing commission is you will get lots of for-profit and nonprofit developers that give you feedback about the challenges they face that may be relevant to what you want to do. And certainly Rob Justice is no stranger to coming forward with ideas about how to reduce costs for housing, so, I would encourage you to do that.

Withey: Thank you very much.

Hales: Thanks. Anything else that you want to -- I don't want to interrupt anything else that you wanted to include here.

Withey: Well, actually, there is -- you know, there is the money that we need to talk about. It's on the last page. I really don't want to talk down about the money that's been spent, you know, the different options that were utilized before. 25 units will cost about \$300,000 of these, at about \$12,000 a piece, including the bathroom and the kitchen apparatus. And the land should cost about \$200,000 unless we can lease it. The development costs are \$100,000. We've had meetings with homemade, the building association's sort of philanthropist part, they do a lot of work pro bono. So they could, actually, excavate for us. So we can save money. The red charge, 250 to 350, the maintenance, \$100 a month because maintenance is very important to us. We want to make sure that we not only maintain our properties so that they are aesthetic all the time, but we also want to improve on them all the time. So, a third of it does go back into our little micro communities. And if we were to finance \$200 per unit per month -- is what it would cost. So it would take us 10 years to be in the black. So it'd be 10 years to pay itself off, and that's not really what we want to do. We want them to multiply as quickly as possible. So all the assistance you could offer is great. And I want to compare this price that we're talking about -- which is about \$35,000 per unit, including the land, and everything else for 25 units. \$600,000 for 25 permanent spaces for people. Currently, when we build low income housing, we're spending \$220,000 per unit. I did the math, and just say, we're doing \$120,000 a unit. That's, that's low end of what it cost to build a regular studio apartment. That's \$3 million. So, you've got 25 units for \$3 million, or you've got 25 units for \$600,000 or less. The math is obvious. We need to start looking at different options, not only the micro-communities, but I wanted to mention Rob Justice again and what he's done with Home First Development. They can build stick buildings, regular apartment buildings, for \$60,000 per unit. They have been contracted -- and I think you know this, Commissioner Saltzman -- they've been contracted by a private organization, where they've been given a \$10 million budget. So they're

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going to be building 500 low income units in Portland over the next five years. But they build them for 60,000. That building formula is going to make a big difference. We're trying to fill in gaps. Right 2 Dream and those folks, they're trying to fill a gap of people that can't work, a lot of those guys are mentally ill, they'd be sleeping on the street, they're saving us millions. So, Right 2 Dream Too is filling a gap. Micro communities will fill a gap. Rob and Dave's deal and building formula with Home First Development will fill a gap. If we can get all three of these things working simultaneously, then we could take half the homeless population off the street, and more importantly, we can prevent homelessness from happening in the first place. And that really is our concept. It's about stopping it from happening in the first place. So, by offering \$250 rent, we're going to give people the hope that they can afford -- even at a minimum wage job -- that they can afford a place to live. So, I hope that we can get together in the zoning, perhaps I can email you and we can set up a meeting. And in the meantime, if there's anything that you guys think that you can do, please get a hold of me, I've no problem meeting with any of you.

Hales: Great, thank you. Other questions or comments for Michael? Thank you very much. Great presentation. Thanks. [applause] Please, folks. I think we have to take action on the report, but anyone else want to speak on this item?

Moore-Love: Yes, we have three people signed up.

Hales: Good morning. Lightning, I think you are on first.

Lightning: Good morning. I want to make it clear, I only represent myself on this issue. My name is Lightning, and I represent the Lightning Think Lab. Now, what I want to do, number one on this is I want to commend Mike Withey on his efforts here, showing real creativity and innovation. What I really like about his concept is he's looking at keeping these rents to what I consider the term affordable, very affordable. And we need more of these type of units throughout the city, basically, to end chronic homelessness. And that can be a reality in Portland, Multnomah County, and such ideas that Mr. Withey has presented is a way to do that. Definitely fits the needs. I like these type of units. Some of the concerns that I may have is, do they have warranties? What's the longevity of a unit like this? And I can get together with Mike down the line. But, I'd like to see more funding go in their direction. I'd like to see more pilot projects created out there using their concept because I think it's going to really be beneficial. When you look at what's happening also with the Airbnb on these short term rentals -- we're going to have a lot of inventory in the marketplace, there's no doubt that it will begin reduce homelessness, and that's the key. It's having the inventory to the population, and filling the needs and making sure that -- it's been mentioned in here before -- how do you take somebody with zero income who's living outside and put them in a unit? What's being presented here today is getting close to being able to do that. And that's been an obstacle for a lot of people to try to comprehend, how do you take someone living outside with no income and get them into some form of housing. And when we start the calculations, and Mike is definitely on the mark there on what Rob Justice can build the units, the micro apartments, say, 60,000 to 100,000, he's looking at more, from maybe 10,000 to 20,000 for his concept. The reality is is that it cost us about 30 plus thousand in publicly-funded services to have an individual laying outside on the sidewalk and not put into housing. His concept will work. It's affordable housing, and I hope people step up and look at resources to fund their group, because this will save a tremendous amount of money throughout Portland, Multnomah County, and it serves a great purpose. Thank you.

Hales: Thank you. Charles, good morning. Go ahead. Please.

Teresa Roberts: Hi, my name is Teresa Roberts, and I, too, represent myself. I was privileged to help build micro houses in post-Katrina Louisiana, and the neighboring states in partnership with Lowe's building supplies -- whom I actually don't recommend as a working partner. They had a design competition and all these swanky architects competed, and they came up with micro housing designs starting at 600 square foot. The problem that we had in post-flood states was zoning. People wanted the houses, and Lowe's was like developing them as quickly as we could because the FEMA

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trailers, you know, were a very temporary solution, and people needed something that they could live in while rebuilding. People needed to be able to put something small on their property to support a family member. 80% of aid in catastrophe does not come from insurance, private insurance, or public funding. 80% of help that individuals receive comes from members of the community, strangers, friends, and family. And I'm also privileged to know people that went in that way into New Orleans, into the ninth ward in places like that to save entire neighborhoods. Because what happens when a city floods -- and we live in Portland, port-port-port land, which I keep pointing out to you during global warming is a major issue for us. If you think that we won't flood -- New Orleans didn't think that they would flood, places like that did not think that they would flood. And in the wake of a disaster like that, when you're running into zoning problems with it being able to put in small housing and you also have the government instead of helping people, shipping them out of their community in hopes that they will never return going in with bulldozers and razing their neighborhoods while they are absent, and stuff like that going on, you are in the desperate situation. And you don't want to be dealing with your zoning problems at that point. And you don't want to have not thought ahead and gotten some ideas into place of how to house large neighborhoods that are gone. Gone. And people need to live there and rebuild. So, being prepared with a micro community concept would serve us well as a port town in general. And also, I have to agree on the cost of having people homeless. And one reason that we have people homeless is because they don't have stable addresses. They don't get their social security even if they have qualified for it, they're not getting money that's owed to them that they worked hard all their lives. I'm fortunate to live here, and I pay \$200 a month in rent because I live in shared housing where a group of people have rented a house. We're able to pull that off. I've been fortunate to house sit in this community and at Cascadia Commons in Beaverton near Jesuit High School where the community does all their own minor maintenance, their own gardening, they grow gardens, they raise their own food, they have optional two-community meals a week, partly fed from their own gardens.

Hales: I need you to wrap up soon, because you're over time.

Roberts: You know, this is extremely doable. It's almost low-hanging fruit, and we have matching funds programs in this community that we could work with, I'm sure. But I do think that going into the legislative session, you targeted it entirely correctly. Zoning, zoning, zoning. Thank you.

Hales: Thanks very much. Charles.

Charles Johnson: Good morning, Commissioners. Glad to be back and see the council still engaged. Thank you, Mayor, for getting this on at the 9:30 time certain. When we talk about questions and concerns about zoning, I want to put that in the bigger context. Anyone who came here over the Hawthorne Bridge this morning before they crossed our river, the Willamette river -- sometimes they will look off to the right, and they will notice that somehow, inner southeast gets a zone to have a huge pile of debris, dirt, and rubble. And yet, we can't house people. I'm glad to see the mayor's office response because it's not so much an eyesore. Things need to happen, resources need to be there. But it is an important reminder for the city that we need to get things done that positively affect the lives of suffering people more than we need to maintain channels of access for successful developers. Obviously, that's where economic growth arguably comes from. But, even those people in the way that they have engaged with R2DToo and the site relocation, they know that the government needs to work on removing zoning barriers and being innovative and finding solutions so that people who are on fixed incomes have more interesting options than the bare painted concrete walls I see when I go and visit people in northwest towers. And even if people at REACH -- who, of course, are desperate to work with you and keep funding going to them -- know that their solution is not the solution for everybody. And I just want to encourage the council to -- especially housing Commissioner Dan Saltzman, I'm sorry that Traci Manning isn't here -- to talk more and more, to have more and more time certain agendas where we talk about these issues and talk about how many people are in fixed income in Portland, how much capacity is really out there,

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what's the gap. How are we going to innovate and fill that gap so that the people with the least resources or in times of trouble or shortage of personal talents aren't left suffering and sleeping on the sidewalk or moving with their children from one shelter to another, trying to cross county lines to Washington County to make sure that they can sleep with their child in shelter? So I am very pleased to see Mr. Withey bring forth this program and see the council engage. I want to encourage your efforts to remove zoning barriers and to also in your private conversations, I think the mayor meets excessively with the Portland Business Alliance each week, but it is an opportunity --

Hales: Not each week.

Johnson: [laughs] It is an opportunity for him to engage and find people who have access to capital, access to philanthropy, and get that channel to meet the needs. Thank you very much.

Roberts: Solidarity, not charity.

Hales: Thank you. Anyone else? Good morning.

Crystal Elinski: Good morning. My name is Crystal Elinski, and I'm thinking that the bureaucracy alone would make this worthwhile. For years, I've been following this with interest through JOIN and R2DToo, Dignity Village, and I think Portland is ready for this. When I first came to the City Hall, I was going through that transition of my income staying the same and the rents coming up on the inner eastside and a slumlord, and that landed me into homelessness. Then eventually, I got onto Section 8, and I am paying this range right now. I know it's possible, but it's still precarious. You never know if you can stay in the system of HAP and HUD and public housing. This seems like a more of a simple process instead of all the hoops that you have to go through and all the appointments and paperwork, and it also builds community. What I've seen in other places -- but definitely, here in Portland we have a sense of it. When I lived in Eastern Europe, everybody knew about Dignity Village, it was quite famous, but they were comparing it to what they had in these buildings that were 50 years old at the time -- the blocks, the cement blocks -- and they work but people didn't like them so much -- you could see how it helped in certain areas to have infrastructure, shops, marketplaces. And we have it here, we have it in new Columbia, we've managed to work that up, there's diversity, there's home ownership, renting, shops that people work together on. So, I think that alone would work. There's the status quo that this sort of building doesn't really fit on, but I see at the Expo Center. It's kind of cool now to have the mother-in-law homes, and the little cubes, you see them in the magazines. So it's like that, and I think that we can get over that. At a neighborhood association meeting, we were talking about building cob benches, and we have -- every neighborhood has empty lots that we're thinking of growing food in and putting cob benches in, and one of my neighbors said, what if the homeless people sleep there? And I was like, wait, why don't we give them a shelter? Wow, what a concept. We can have them tend the yard. And yes, other things were mentioned that I wanted to talk about. But definitely, I saw this in New Orleans in 2006. In 2011, I worked at common ground. And at first, it was common ground building some homes, and that other agency, that was shut down by Congress, do you remember the name? You know what I'm talking about? The ones that collected -- did the voting? At any rate, they were building simple homes, and training people to build them -- which I think would be excellent -- and when I came back, it was Angelina Jolie and Brad Pitt homes, and they were the same kind of construct. A little more modern, funky looking, but people living there were proud. They got over the stigma of oh, we only have this because we were flooded in the lower ninth ward. But I think it could work. And my final question just really quickly -- or final point is, what is our zoning? I'd really would like to know what's going on with the zoning codes, we need to get into this. This would help us in so many levels. We've got Randy Leonard's roads up but what about the cell phone towers, the infill that no one likes? It would be so nice if we could figure out through Airbnb and zoning codes, construction -- why do we have shoddy construction like on the Interstate when it was just brand new, that interstate firehouse building next door? We can use this as an opportunity to streamline and get our community involved.

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Hales: Thanks very much. OK. Council comments before we take a roll call in accepting the report? Do that, please.

Moore-Love: A motion to accept?

Fish: So moved.

Fritz: Second.

Hales: Roll call.

Item 586 Roll.

Fish: Michael -- where's Michael?

Hales: There he is, behind the camera.

Fish: Behind the camera. OK. Blocked by KOIN. Michael, thank you for bringing this report forward. In a crisis, we do have to be creative and innovative and look at different approaches. One of the last projects that the Housing Bureau funded was for modular housing in Lents. It turns out that there is a company outside of Salem that builds modular units. They can be shipped by truck, and the entire -- I think it was a six- to eight-unit building was assembled over a long weekend. And not only is it driving down the per-unit cost, but it's creating jobs in Oregon in a place where they were building the modular units and then shipping them. So those are the kinds of new and creative ideas that we need to embrace.

*****: We are talking about that. [inaudible] I would like to apologize for that today.

Hales: You're fine.

Fish: Anyway, Michael, I would like to thank you for your persistence in bringing forth your vision, and it deserves our full attention. So, thank you. Aye.

Saltzman: Thank you, Mr. Withey, for your dedication to micro community concepts, we appreciate it. And speaking on behalf of the Housing Bureau, we stand ready to work with you and people like Home First Development, recognizing there is some reticence on Home First Development's willingness to engage with public dollars to make this vision a reality. But we are very intrigued by it, and certainly the cost is appealing. Thank you. Aye.

Novick: Thank you for telling us about another possibility to add to the tool kit of addressing our affordable housing crisis. Like my colleagues, I really appreciate your persistence on this issue and really appreciate every time you come before the council. Aye.

Fritz: Thank you for the presentation. If you'd just stop by my office and talk to Christina and ask her to get the right folks from Development Services, I'd be happy to meet again. And I particularly appreciated your statement that Dignity Village fills a gap, Right 2 Dream Too fills a gap, this can fill a gap. There's no one-size-fits-all solution, but we need a number of different options for folks to choose to help them when they need affordable housing. Thank you for your work on this. Aye.

Hales: Thank you to the council for your engagement in this discussion today and for good testimony. And Michael, thank you for your good work so far and others, a lot more work ahead. My staff is here, and we'll certainly work with you and the Bureau of Planning and Sustainability on those questions of what's legal, what's not, and what should change and as we work on the zoning code. We work as a city with an amazing spectrum of nonprofits, and it usually starts with one person with a good idea. Whether it's pulling ivy out of Forest Park or planting trees or turning an ugly two-story parking garage into a public square, it usually starts with one or two people and a good idea, and you've gotten this one started in just that way. Then it takes engagement of the city's agencies and the communities, like the neighborhood associations, that can help to make this happen. So, I think that you're doing this the right way. I think that it's a good idea. I think that you hear a commitment from the council to work with you to develop it further, so thank you. Aye.

[gavel pounded] [applause] OK, good job.

Item 587.

Hales: Commissioner Novick.

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Novick: Colleagues, this intergovernmental agreement with Portland Public Schools reflects a shared understanding that there is nothing more cool than safe routes to school. This historic agreement is the result of a lot of work done on the part of the school district, PBOT, and the city. Council approval on this IGA will solidify an effective partnership between Portland Public Schools and the city. Under this agreement, our two organizations will work together to identify shared transportation priorities around schools and get those projects built. This is a win for the district and the city, and most importantly, for kids and families across the Portland Public Schools district. The agreement draws on, again, the excellent work of PBOT's Safe Routes to School program, which has helped our city become a national leader in the number of children who can safely walk or bike to school. Safe Routes uses equity as well as street network and safety factors to prioritize schools across the city for needed investments. With the resources from the district's bond, we'll see on-the-ground improvements at schools across the district to make it easier for children and their families to get to school every day. I'm hopeful as well that this agreement will establish a durable partnership between the city and the district. It allows us to take on shared priorities, map out plans to get work done. This agreement before us today is a new approach, and I believe it's the beginning of a new pattern. By working together, we were better able to leverage the funds that we have to meet our shared needs. With that, I would like to introduce the first of two panels, Kurt Krueger and Gabe Graff from PBOT will present the background information; and C.J. Sylvester, chief operating officer from Portland Public Schools, will discuss the district's perspective.

Hales: Great, please come on up. Good morning.

Kurt Krueger, Bureau of Transportation: Good morning, Mayor Hales, Commissioners. My name is Kurt Krueger, and I am the development review manager for the city of Portland transportation bureau. Before you today is the culmination of efforts that started a number of years ago, following a significant set of code changes that were led by the Bureau of Planning and Sustainability. Those code changes removed the requirement for conditional use reviews associated with smaller school district operational changes, such as the combining of grade school classes, often referred to as K-8 conversions. Up until this code change, PPS was required to prepare and submit complicated land use applications for review by the city -- specifically BDS, PBOT, BES, and others. PBOT and PPS often found themselves in the challenging situation of infrastructure requirements that included sidewalks, pedestrian crossings, and other improvement that PPS was not always prepared to make with limited funding available. This resulted in either the elimination or a reduction in requirements so as to not hinder the effort PPS was undertaking. Unfortunately, there were few transportation safety improvements that were implemented during that period of time. Following the change, PPS and PBOT developed a memo of understanding that will lead to the development of an IGA between the city and PPS that would commit a small percentage of future dollars to the safety improvements around schools where needs were greatest. These dollars were identified to come from the passing of the school bond. As you are aware, the school bond measure passed in 2012, and we are here today to approve the IGA that has been in the works for a number of years. I'm excited to help present this IGA to the city council, as it will provide more funding. But perhaps more importantly, it will add structure to start eating away at a number of transportation deficiencies at and around PPS properties. I will turn it over to Gabe Graff with PBOT for a few more specifics of this IGA.

Gabriel Graff, Bureau of Transportation: Thank you, Commissioners and Mayor. My name is Gabe Graff, I'm the active transportation operations and safety manager for the bureau. I have the privilege of managing the Safe Routes to School program, among others, and it's in that capacity that I am pleased to be here and talk about this agreement. As Kurt mentioned, this IGA is the product of several years of work and many conversations regarding transportation to, from, and around Portland Public Schools. Most Portland Public School facilities are old -- an average age of 65 years -- and they were built at a time when most students were walking and bicycling to school.

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The school grounds, the streets surrounding them were not designed to accommodate the number of parents who currently drive and drop off their students. This is a challenging issue for the individual schools, for students, for neighbors, for parents, and of course, for PPS and the transportation bureau. And as Kurt mentioned, in May of 2011, in response to these concerns, council directed the Bureau of Transportation to negotiate an IGA with Portland Public Schools that would devote limited capital resources to priority school transportation-related investments. On November 6 of 2012, PPS was successful. Portland voters approved a capital bond measure to rebuild and upgrade PPS buildings. And while it has taken us some time to iron out the details, I believe that this IGA accomplishes our original goals, taking a significant step forward in promoting collaborative problem solving, resource sharing between transportation and Portland Public Schools to address these issues. In this IGA, as Commissioner Novick mentioned, Portland Public has set aside \$5.2 million from their capital bond funding to use for transportation safety improvements in the right-of-way around Portland public schools. The funds will be targeted towards the schools with the highest transportation needs. We will utilize the equity criteria that we developed in our Safe Routes policy document in 2011 to steer the funds to the students and the schools that face the most challenging safety barriers on their way to and from school. We will work in partnership with Portland Public Schools to involve the community in prioritizing these projects, and our intent is to use the funding to address lots of small barriers. So, missing sections of sidewalks, speed bumps, crossing improvements, the barriers the students face every day on their way to and from school. With that, I would like it turn it over to C.J, chief operation officer from PPS.

C.J. Sylvester: Good morning, Mayor Hales and members of Portland City Council. C.J. Sylvester, Portland Public Schools, 501 N Dixon street here in Portland. I am here this morning to express Portland Public Schools' support of the intergovernmental agreement here before you today. The district appreciates your support of public schools in the city and PPS's initiatives in particular, including the district's 2012 capital bond measure. It is the voters' approval of that measure and your commitment to a strong working relationship with the district that makes the agreement you are considering today possible. The agreement implements an existing memorandum of understanding between the district and the city. The MOU outlined a process by which transportation improvements at district schools would be evaluated, prioritized, and funded. This IGA memorializes the intent of the MOU and furthers our mutual goal of providing safe, efficient, active transportation options for our schools and the neighborhoods they serve. The IGA covers a number of important objectives. It brings all district K5, K8, and middle school sites into the PBOT Safe Routes to School program. It utilizes PBOT Safe Routes to School staff expertise to help identify infrastructure gaps and safety barriers in our student walk areas. It aligns the district's student walk area needs assessment with that of the city's, directs active transportation project funding to those school sites receiving modernization or improvements in the 2012 voter-approved capital bond program, and prioritizes active transportation to encourage walking and biking to schools, reduce motor vehicle dependence, and sustain neighborhood livability. The IGA also requires use of an equity lens when funding active transportation improvements. The IGA adopts the equity-weighted capital funding decision matrix used by PBOT Safe Routes to Schools. This equity lens mirrors the district's own efforts to direct resources to overcome gaps in access and achievement within historically underserved communities. We believe this agreement represents a beautiful, synergistic opportunity between the city and school district to address active transportation deficiencies within the city of Portland, specifically in support of safe paths of travel for our students. Thank you for the opportunity to testify today. We're happy to answer any questions that you may have.

Hales: OK. Questions for the panel?

Fish: C.J, I'm just curious, you have a separate oversight body for the capital bond program. Is that correct?

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Sylvester: We do, we have a bond accountability committee that reports directly to the board of education.

Fish: So you have the bond accountability committee, and then the board of education which provides oversight. And now, through this IGA, the city is going to be providing a service, and we provide oversight over PBOT. So, who's on first? From these capital -- from the dollars from the capital bond? There is a lot of -- these dollars are heavily scrutinized.

Sylvester: They are heavily scrutinized, as a matter of fact.

Fish: And they have to be viewed through the prism of the promises the district made to the public. So, I'm just curious, who is on first and what is the accountability tree that you envision?

Sylvester: Well, I'll start at the bottom, which is with this IGA. It will be district staff and PBOT staff who will be working to identify and implement capital transportation infrastructure improvements in support of the school district sites and projects. Oversight of that would be by the bond accountability committee, and ultimately, the Board of Education. The Board of Education, as an elected body, obviously is responsible for the safe and effective use of the public resources that the voters have approved for this purpose. As a practical matter, though, the obligation to ensure that the work is being accomplished in the manner that it is supposed to be is going to rest with both district and PBOT staff.

Fish: Are you foreseeing some kind of periodic reporting requirement? And I haven't read it carefully -- the IGA -- but is there a periodic reporting requirement that the city or PBOT are required to do to give the bond oversight committee or the board of education?

Sylvester: We don't have built into the IGA a reporting direct to the bond accountability, but the district staff, in fact, does have quarterly reporting requirements to the bond accountability committee. And this work would simply be dovetailed with the balance of the work efforts that we report on.

Fish: Thank you.

Hales: Other questions? Thank you very much. We will see if there is anyone else here to testify on this item. Steve, do other panelists to call? I'm sorry.

Novick: Yes, we do. But first, actually, Gabe, I want to clarify something. \$5 million is a goodly sum of money, but I would like to make it clear that we've got a lot of work to do in terms of safe passage to schools. I think I remember reading last week that there is just one elementary school in southwest Portland where it would take \$3 million to complete the sidewalk network. So, Mr. Graff, would you state for the record that this would not address all of the safety needs around Portland schools?

Graff: I would happy state that for the record.

Novick: Thank you, sir.

Fish: Objection for leading the witness. [laughter]

Hales: Thank you very much.

Novick: We now have a panel of two parents who are active with the safe routes to school program. Lennie Bjornsen is a parent from Lewis Elementary in southwest Portland, and Hilda Hernandez is a parent from César Chávez K8 School in north Portland.

Hales: Welcome, come on up.

Lennie Bjornsen: Good morning. Hi, my name is Lennie Bjornsen, I live in the Woodstock neighborhood. And I will wait for my colleague to join me.

Hilda Hernandez: Hi, my name is Hilda Hernandez, I'm representing César Chávez School.

Hales: Great. Lennie, go ahead.

Bjornsen: Sure. Thanks for the time this morning. I am a parent, a volunteer, my daughter is nine years old, and now this week graduating from fourth grade at Lewis Elementary School in southeast Portland. My wife Pam Curtis and I are active in many activities at Lewis Elementary, particularly the walk and bike safe routes program. Every day, Claire and I bike, walk, or newly skate to school.

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It is a great pleasure to live in Woodstock and to work with Lewis Elementary Safe Routes program. We have a variety of activities. For four years now, we have been doing daily, weekly bike trains, walking buses, monthly celebrations. A late start bike ride to school on days that we don't go until 11:30. We participate in the data gathering challenge month in May with Gabe and all of the staff, figuring out how we can get over -- someday -- half of the student body to walk, bike, or skate to Lewis Elementary. But I'm often reminded of the barriers that some families and students have with walking, biking, or skating to school -- and that's all aside from the weather and from parents' schedules. Things like not having developed streets or sidewalks in Woodstock. 46th and Woodstock is probably the only good place to cross going to Lewis. 45th street is a tangle of cars, crosswalks, lack of curb cuts, students, parents, baby strollers, bikes, and trailers all trying to queue up to get into Lewis Elementary. There's no perimeter sidewalks around Lewis. And so, there are a variety of these conditions that sometimes makes 10 blocks feel like 10 miles to you in the morning at 8:15 as to whether you are going to get in the car, or you're going to walk. So, I just really want to congratulate you all on the partnership of PPS and the Bureau of Transportation. I think it's really necessary that these folks work together for the real or perceived barriers of families getting out of their car, walking, biking, skating, even park and walk as we call it -- park five blocks away and walk to school. The benefits of exercise, fresh air, social skill building, and discovering your neighborhood is so powerful that we think that that's major variables in kids' health and learning. These are variables in kids learning that are as great or important as wonderful teachers, great curriculum, excellent buildings, and supportive parents. Thank you very much for the agreement.

Hales: Thank you. Good morning.

Hernandez: [speaking through a translator] Good morning. My name is Hilda Hernandez, I have two children at César Chávez, and one in Roosevelt High School. I have worked Safe Routes for seven years, walking at least two times a month with a lot of children. They always meet at the old Clarendon School, and they walk together to César Chávez. Month to month, we always meet up and walk. It doesn't matter what the climate is, the students are very happy to do so. Like the coordinator of this program, I like to support the students and the family members to make them happy, to walk to school, and do less traffic.

[computer going off]

Hales: Sorry about that.

Hernandez: [speaking through translator] This is a school important very important to the community, because with this program of the school, the school receives a lot of support and stuff that they need. For example, sidewalk crossings around the school -- cars respect them more, the crosswalks for the children -- it's very safe. They still need a lot more changes around César Chávez School so that they can walk and ride bikes safely to school. That's why I am on the side of the new financing. The schools need more support to have a better education for the children. I'm very happy with the school district and safe routes that are going to get together to make the city with safer streets. Thank you.

Hales: Thank you. Apparently our city computer system got excited about Safe Routes to School. [laughter] So maybe that's a good sign.

Fritz: I have a question for both of you, and thank you for taking the time to come in this morning. Do you report the volunteer hours that you spend helping children get safely to school?

Hernandez: No.

Fritz: That's what I thought. Because we are currently the second highest volunteering city in the United States after Minneapolis. I cannot imagine -- it snows six months of the year there -- unless they're counting shoveling their sidewalks. I think we're better, but I don't think we report as much as we should. So, we track the number of volunteer hours that people in our community dedicate to helping each other out, and if you can report that to safe routes to schools, that helps them when they get grants. So if you could encourage all of the parents who are doing this work to make sure

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that you tell us, you know, how often -- that adds up when you are walking kids to school every day, that's a lot of time. So thank you very much for that, too.

Bjornsen: Commissioner Fritz, my committee at Lewis have about 30 volunteer parents, and all of us use the PPS volunteer registration system in the office for all of our events. That would not count everyday moms, parents, grandparents walking kids to school, but all of our monthly, daily, weekly walk and bike activities would be accounted in the PPS volunteer system.

Fritz: That's good. But the rest counts, too. And coming here counts, and sitting and waiting to testify counts. So let's make sure that we --

Bjornsen: I can add up the hours for you, you bet.

Fritz: Thank you very much.

Hales: The best city should actually win, is what you're trying to say. And I see Mr. Isaac in the audience here taking notes on this point. I think if we can coordinate with Portland Public Schools about how we record those efforts -- we are in a rivalry with Minneapolis on a number of issues, and we think we've got this one, we just have to document it. Thank you all very much. Thanks. Steve, do you have other invited testimony?

Novick: No, but I will say that I appreciate the mayor's and my colleagues' commitment to beating Minneapolis, and will make sure that PBOT work with the school district in order to further that end.

Hales: Thank you very much. Anyone else signed up to testify?

Moore-Love: No one else signed up.

Hales: OK, so this is not an emergency ordinance, so we will not take action on it, but we can certainly comment on it before we do.

Fritz: Thank you, I would very much like to because I assume that C.J. and others would not be back next week when we vote on it. And I want to thank you very much. This has been a very long process, starting when the city changed the conditional use rules and parks and schools under Commissioner Fish. And then the ordinance says that the work on the intergovernmental agreement began in May of 2011, and the bond measure passed November of '12. Mayor Adams was bringing this to council in December of 2012, and I was concerned about the language, and I asked Kurt Kruger and others to do work on it. And here we are in July of 2014. And it just proves you actually do get things right when you take the time to continue the negotiations and to work on things. So I particularly thank Kurt and Tom Bizeau in my office for their hard work on getting this to the point that I am going to be very happy to support it next week. Thank you.

Hales: I would also comment, Commissioner Novick has been doing some research with the transportation bureau about public understanding of our funding for maintenance and repair of the city streets, and one of the things that we learned in that research is that people don't care very much about who owns a given public service or infrastructure, they just want us to get it done. And whether it is a county bridge or a city bridge is relatively uninteresting to them. And the fact that this agency or that agency has funding responsibility is either unknown or not that important. What they care about are the results and expect us to do what we're doing here, which is to work together with public funds for public purposes. So I think this is a good piece of work, and it's exactly what the community is looking for. So thank you all for good work. Other comments before we move on? We'll set this over for second reading next week. [gavel pounded] Thank you all. Let's move to regular agenda.

Item 601.

Hales: Commissioner Saltzman.

Saltzman: Thank you, Mr. Mayor. As Commissioner Fritz wisely predicted last week, we did not finish our work on the recap six, which included legalizing short-term rentals. And Commissioner Fish and myself brought forward a proposal to dedicate part of the new lodging tax from those rentals to affordable housing rental development, because we clearly believe there's a strong nexus

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between the potential impact of short-term rentals decreasing the supply of affordable rental housing in the city. So we will bring something back either similar to this proposal, or like this proposal at the appropriate time, which would be no sooner than early July which is when the council scheduled its next hearing and perhaps action on the recap six short-term rental. So I would ask that this resolution be returned to my office for the time being.

Hales: If there is no objection, then that's ordered. [gavel pounded] I might want to take one more item on the regular calendar and then return to some of the things that we removed from consent, because we have people standing by.

Item 602.

Hales: Thank you. It's my intention, Council, to do something of a touch and go here on this issue, and that is I want to set it over again until next week's calendar. We have a few more weeks. A few more weeks in which we can refer something to people when there is actually an election -- that is, this November -- to put parameters around a new revenue source for transportation. As we all know, we're going to act on a proposal to create a street utility fee this fall. There are other alternatives being discussed, but the window for putting something on the ballot to reassure voters that the funds will be spent for transportation purposes will close in July. And therefore, I'm going to keep the discussion going with your help as to what we should say. We need to put a few sentences in our charter that tell the community these dollars are for transportation purposes. Commissioner Novick and I have drafted some language. We may or may not have gotten it perfect, and therefore, we want the rest of the city council and the community to weigh in with language suggestions. The language that is now in draft form I'll read into the record. Again, I'm looking -- there's no pride of authorship here. If someone can make this better, I'll be a happy guy. Here's the proposal as it now stands. New section of the city's charter, defining the use of funds and the transportation safety and maintenance sub-fund. All funds collected through a transportation user fee and/or any other funding mechanism specifically designated by the council as an alternative or addition to transportation user fee shall be deposited into a special fund known as the transportation safety, maintenance, and street constructions sub-fund. The council shall expend all funds in the transportation safety, maintenance and street constructions sub-fund for transportation purposes, including associated administrative costs relating to transportation safety improvements, transportation maintenance, and street construction. Quote, transportation safety defined as methods and measures for reducing the risk of a person using the road network of being killed or seriously injured and addressing perceptions of risk. Examples include adding sidewalks, crosswalks, signals, rapid flash, beacons, and bicycle lanes, removing vegetation to improve visibility, enforcement mechanisms such as speed enforcement equipment and driver education. Transportation maintenance, quote unquote, is defined as management of our assets to keep transportation infrastructure safe and operational with the goal of maintaining all assets in fair or better condition on a scale of very poor to very good. Again, that is the draft language at this point. It is only draft. We have a few more weeks to polish that and make it the best reassurance that we can provide to our voters that what the council will act on this fall is for transportation purposes only. So, unless there's any reason to act further on this today, I'm going to set this over for another week. And we'll return to it then. Thank you. [gavel pounded] OK. Now, if we might go back to some items that we've passed over on consent because we've got some folks standing by.

Item 588.

Hales: I think we have some folks here to present. John Scruggs, right? Come on up. And an amendment. Good morning.

John Scruggs, Bureau of Police: Good morning, Mayor, members of the council. I'm Lieutenant John Scruggs of the Portland Police Bureau. The measure we have in front of you, 588, is to initiate a contract with Matrix Consulting to do a staffing study on the Portland Police Bureau. As you remember in a budget note from our last budget cycle, you're interested in doing a top-down study

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of the Portland Police Bureau and how we function and how we staff. We put out an RFP and looked across the nation and sought out some of the best in the business at looking at law enforcement organizations, fire organizations, and asked them to look at our -- to put in a proposal look at the Portland Police Bureau. We are happy to report we had some very, very good organizations, companies put in for this staffing proposal. And ultimately, we selected Matrix Consulting, partly based on the amount of experience that they have. They have done over 250 independent appraisals of law enforcement agencies across the United States and Canada. I have researched some of the proposals they've done recently. They do a very, very good and thorough job. They look at an organization for efficiency and organizational structure. They look at patrol data, and look and see if an organization like our Portland Police Bureau is really designed around the most effective use of the resources that we have. With that, I will take any questions.

Hales: Questions for Lieutenant Scruggs?

Fish: Mayor, I just seek a clarification. We have the span of control report that has been produced.

Hales: Correct.

Fish: And submitted to the Mayor's Office. And there is a methodology that we came up with in the course of doing that work and some recommendations. Mayor, is this an amendment you're going to offer?

Hales: Yes.

Fish: How does this standard of appropriate to effectively and cost-efficiently accomplish city and bureau goals, how does that sync up with the framework of the span of control?

Hales: Let me put the amendment on the table, and that is I would propose that we amend this ordinance to add this item stating that one of the purposes of the contract is examining the efficiency of the Police Bureau that will include seeking cost savings without impacting service and community safety, and ensuring spans of control are appropriate to effectively and cost-efficiently accomplish city and bureau goals. The reason I proposed this amendment language is to actually respond to council discussion about just that, about how do we make sure that this staffing study builds on the span of control work that's already been done? And looks specifically at staffing configuration within the bureau with that in mind, as well as the other specifications in the scope and work. So, this is to make it clear to the bureau and to the consultant that that's a piece of the work. The city attorney is waving at me.

Ben Walters, Chief Deputy City Attorney: Mayor, a point of clarification in the motion, is that -- is the amendment to the ordinance findings, or is it to the statement of the work which would be on page five of the contract?

Hales: I believe it's the scope.

Fritz: I was actually going to propose a friendly amendment to add it as a B under the now, therefore, the council directs that the contracts will include that language and add it in exhibit A on page --

Hales: Does that make sense?

Walters: Scope of work is on page five of the contract.

Fritz: Yeah, on page five of 10, added under number two.

Hales: OK. I like that.

Fish: If I can just continue --

Hales: Commissioner Fritz moves, is there a second?

Novick: Second.

Hales: OK. We will put the amendment on the table in that form. Thank you.

Fish: So, the language without impacting service and community safety. Let me just flag that for a second. I can't think a bureau that Steve and I dealt with in the course of our span of control of work that didn't believe in good faith that a change in the span of control is going to have some impact on service and mission and delivery of service. And that's natural, because we're asking them to do

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something different. And so, it was not unusual to have as part of that initial response, this will have an impact on service. And my only concern here is that that not be the roadblock that prevents further consideration, because I would expect a bureau that has done something the same way for a long time to believe in good faith there might be an impact on service. The question that I think needs to be asked is to test that assumption and to find out whether a different staffing configuration, in fact, impacts service. And I don't know whether this is an objective or subjective standard in how we evaluate that. I would be certainly be surprised if any bureau didn't at least initially say there is some impact on service through a change in staffing.

Hales: Might want to invite Deanna Wesson-Mitchell and or the chief up to assist Lieutenant Scruggs. But it was our sense that the scope of work for this contract already allowed the bureau to take those issues into consideration, and that we have the opportunity to make sure that the bureau understands that of course there are service tradeoffs to changes in span of control, but the point of this language was to simply be explicit that we want the scope of work to include examination of span of control again, even though that was entirely possible under the language that we already had. If you look at it, it certainly encompasses that. But this puts it right there in black and white, that span of control and cost efficiency are factors that we're looking for as they and their consultant look at the staffing options.

Fritz: Commission Fish and Mayor, I share that concern. This language says cost-effectively accomplish city goals as well as bureau goals -- I think it ties in the concern that you are raising, and which I think is the legislative intent of this contract.

Fish: OK.

Hales: Chief, any further elaboration on that?

Mike Reese, Chief, Bureau of Police: No.

Fish: Well, since you're here, Chief -- take advantage of this. I know we have had some discussions about the span of control recommendations, and the bureau's views about the historical configuration of its supervisory staff and historical reasons why certain people have a lower span of control and why there is a public benefit in continuing those spans of control. Does the language about without impacting service and community safety preclude us going behind those initial explanations from the bureau and having the consultant test as to whether, in fact, there is an impact on service?

Reese: I would expect them to do that. It's going to be a very rigorous look at the organizational structure of the police bureau, the duties and responsibilities of various officers and command staff in the organization, and to test the assumption against what other police departments and organizations are doing.

Fish: Yeah, I mean, I'm just stuck on this without impacting service and community safety. It occurs to me that it could shut down the analysis if someone declared this has an impact on service. Every time we make a change in staffing or number of bodies or whatever in every bureau, there is an impact on service. It sometimes requires us to change the way we deliver the service to maintain an equivalent level of service. But there is theoretically always an impact on service when you move people around or you shrink the level of supervisors. As long as we're clear that that's not intended to be a barrier to actually testing the assumption of whether this has an impact --

Hales: Right --

Fish: -- because someone asserts that as a defense, that that precludes an examination of whether there is an impact of service and safety.

Hales: Appreciate getting that on the record. If you want to add anything --

Scruggs: Commissioner and Mayor, one thing that I think is impressive about some of the work that they have done is they first meet with community leaders like yourselves. They will meet with you before they even go to the police bureau. And they're going to look at what your goals are for this city. They match up the goals of the city and their law enforcement, and look at the bureau. They

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spend 40% of their time actually taking input from community leaders like yourself and matching it up to what service levels we're putting out there. And so there's going to be a chance for everyone on this commission to have their imprint of what they think is valuable for their constituents, and then meeting with the Portland Police Bureau and, in the long term, implementing some of their strategies. So it's going to be a very thorough analysis. It is not just quantitative, it's also qualitative. With the staffing study that was done before, I think a lot of really good work went into it. But there are qualitative pieces to utilizing law enforcement services in the community. And so we need to look at those as well.

Hales: Good discussion. Other points or questions? Alright, thank you both. Is there anyone else signed up to speak on this.

Moore-Love: One more person, Charles Johnson.

Hales: Charles, come on up.

Charles Johnson: Good morning, Commissioners. I'm Charles Johnson for the record, and thanks for having this item put up for public discussion. My comments will be brief, I won't need the full three minutes. When this is up here -- and maybe we need to -- I didn't get a chance to fully review the linked document, but there has been much public discussion. I notice Dennis from the media, from the Portland Mercury is here. Unfortunately, we don't have Jo Ann Hardesty or Dan Handelman here with us, but there's a growing sentiment among your constituents with concerns that the Portland Police Bureau is perhaps becoming top-heavy and overly invested with captaincies and administrators. And does the scope of this Matrix contract speak at all to entering that? And if you could clarify the expected outcome time to have these results ready for council so that your citizens can engage with you on them.

Hales: Thank you. We'll get that answer about duration --

*****: [inaudible]

Hales: Thanks. And, yes, span of control includes administration. Yes.

Lightning: I represent Lightning Think Lab, my name is Lightning. One of the concerns I had before on a previous agreement was the ability for you to have access. Now that has changed on this agreement. So I'm very impressed on you having access to the information that their Matrix will be putting together. One of the concerns I have would be number 18 on the amendments. All changes to the contract, including changes to scope of work and contract amount, must be made by written amendment and approved by the chief procurement officer to be valid. Number one, I don't know who that is at this time, and I'm speaking only on my behalf. But I would like to see that either the city attorney of Portland must approve this in writing also to make any changes on this contract. I don't want a contract being left open-ended to where one person can come back and make changes without other people, number one, having something in writing. So that's a concern to me. Referring also back to -- it would be number 10. Again, like I do like this contract on the ownership of work product. All work product produced by the consultant under this contract is the exclusive property of the city. I want to make it very clear that the police commissioner has access to any of this data at any and all times. The other issue I have is that basically on this agreement, we have on the scope of work, on the hours of overtime work, I've suggested in the past -- an issue I still have is on the target overtime. I'm hoping Matrix Consulting can take a look at the target overtime pertaining to the Portland police. I have read a lot of your reports pertaining to the Vancouver police department. I'm very impressed with the work that you do. Another issue I'm hoping that possibly you can look into also is on the suicide watch division. And I know this doesn't pertain to this agreement here, but possibly in the future, pertaining to the Multnomah County jail. I would like to see more extensive work pertaining to the suicide watch division. Thank you.

Hales: Thank you very much. I think I'll get this right, and if I don't, she can jump up. Our chief procurement officer is Christine Moody, and she's here in the room. And I believe this change of scope language is normal boilerplate for city contracts, not unique to this one, right? So, we

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normally authorize her to have some authority over changing the scope of work in a professional consulting contract.

Fish: If I could add to that, Mayor. I believe the purpose of ensuring that she and she alone -- subject to council review or override, as our existing contract rules provide -- has the authority is precisely to prevent the concern that the testifier had that someone in the bureau or at a lower level could change the scope without there being a procurement set of eyes. So this is an accountability measure that that requires that Christine Moody approve any change that is proposed. And then there are certain changes, like the cost of the contract above 25%, that have to come to the council for review.

Hales: Those are protections, you're right -- that's why that provision is there. Thank you. Other discussion? Then roll call on the emergency ordinance.

Fritz: We have to vote on the amendment first.

Hales: Oh sorry, I thought we already did.

Moore-Love: We didn't take a vote.

Hales: We have not voted on the amendment. Thank you. Let's vote on the amendment.

Roll on motion to add ordinance directive 'b' and addition to contract scope of work to include direction to seek cost savings without impacting service and community safety and ensure spans of control are appropriate to effectively and cost-efficiently accomplish city and bureau goals.

Fish: Aye.

Novick: An enthusiastic aye.

Fritz: Aye.

Hales: Aye.

Item 588 Roll.

Fish: A very enthusiastic aye.

Novick: A whoppingly enthusiastic aye.

Fritz: Thank you to Deanna Wesson-Mitchell in the Mayor's Office for her prompt response to my concerns, and to the mayor for making these amendments. Aye.

Hales: Thank you. I'll see your enthusiasm and raise you, aye. [gavel pounded]. Thank you all, appreciate it.

Hales: That was the only consent item we had to return to because the other was sent to Commissioner Novick's office. So, let's move to on item 603, please.

Item 603.

Hales: This is the portion of that package that does not relate to short-term rentals. This is everything else.

Fish: And we actually had no testimony in opposition to any of those components in our last hearing.

Hales: That's correct. So I believe we can take a roll call on that now.

Item 603 Roll.

Fish: Aye.

Novick: Aye.

Fritz: Thanks to staff in the Bureau of Planning and Sustainability and the Bureau of Development Services for working together on this code amendment project, and also for all the citizen communications and input, including the planning and sustainability commission. Particularly appreciate the radio frequency facilities updates which looked like they could be controversial, but thanks to staff and citizens working through them, are now -- as mentioned -- being adopted without objection. Aye.

Saltzman: Aye.

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Hales: Great work by the bureaus and by the planning and sustainability commission on this tune-up of our code. Aye. [gavel pounded]

Item 604.

Hales: Speaking of the chief procurement officer, here she is. Good morning.

Christine Moody, Office of Management and Finance: Good morning, Mayor and Commissioners. Christine Moody, Chief Procurement Officer, Procurement Services. You have before you a procurement report recommending a contract award to Institutorm Technologies for the 2014 sewer rehabilitation project. The engineer's estimate on the project was \$2.7 million. On April 15th, 2014, two bids were received and Institutorm is the low bidder at \$2,374,487. The city identified eight divisions of work for potential minority, women, and emerging small business subcontracting opportunities. Subcontracting participation on this project is at 12.3%, and they are responsive to the city's good faith effort requirements. I will turn this back over to council. If you have any questions and there are representatives from the Bureau of Environmental Services here to answer questions about technical aspects of the project.

Hales: Questions? Thank you very much. Anyone to testify on this item?

Moore-Love: I did not have a sign-up sheet.

Hales: OK, then a motion to adopt the report.

Saltzman: So moved.

Fritz: Second.

Item 604 Roll.

Fish: I would just note that the original project construction estimate with a high degree of confidence was \$2.7 million. And the magic of competition, we got a bid of just under \$2.4 million. And an MWESB participation level which is OK, but it's always an area that we aspire to do higher. Thank you, Christine. Aye.

Saltzman: Aye.

Novick: Aye.

Fritz: Aye.

Hales: Thank you. Aye.

Item 605.

Hales: Thanks very much. I want to introduce this item for council action here today. We have worked in concert with Google Fiber, and through our process for licensing and permitting private companies to use the public right-of-way to get to this important threshold for citywide broadband fiber access. We have Mary Beth Henry available. And in fact, I believe she is going to make some remarks and responding to council concerns and direction from the hearing via Skype. [laughter] If the current technology actually allows this to happen. If Google Fiber was in place, of course, this would be easier, but we'll see if the technology supports us given the little gremlin that we heard from earlier. Who knows what we will get here. We think we are going to get Mary Beth. So, let's see.

[video]

Mary Beth Henry, Office for Community Technology: Good morning, or rather, buongiorno. I'm Mary Beth Henry, Office for Community Technology. As you view this video, I'm in Rome, Italy, participating in this meeting via Skype. Who could have imagined in 1984, when live cable cast of council meetings began, that the council could hold a meeting and vote that would allow for staff participation in real-time from half a world away? Now, imagine what this would be like if I could have the same conversation with you in high definition and surround sound with graphics and links to critical information, and perhaps be joined simultaneously by experts from Amsterdam, Stockholm, Seoul, and Hong Kong. All places where fiber to the premises systems are actively delivering gigabit speeds to residents at a fraction of the cost U.S. broadband users now pay for lower speeds. This is only one example of the future that gigabit fiber can deliver to Portland, a

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future that the city has worked more than 15 years to realize, a future that is now on the near horizon thanks to diligent planning by this council that has attracted a willing and visionary investor in Google. Bringing a competitive future to Portland is why we are here today. Your vote to authorize a gigabit fiber network to be built in Portland by Google is a monumental milestone in the technology history of our city. The vote today marks a transition as notable as the launch of broadcast radio in the 1920s, the debut of television in the 1940s, and the build-out of the first citywide cable system in the 1980s. Fiber to the premises is essential technology in the 21st century, providing the capacity, capability, and broadband through-put that is critical to enabling applications in government, education, health care, growing jobs and businesses in our economy, and by facilitating light speed participation in the local and global marketplace. In our hyper speed internet age, Portland is not the only city in the U.S. unwillingly left behind the global pace of 21st-century fiber broadband. Absent the national leadership seen in other countries, America continues to fall further behind. Unfortunately, private communications conglomerates have focused on market consolidation through mergers, lobbying efforts at the federal and state level, and quarterly shareholder returns, not upon the investment necessary to bring gigabit fiber technology to Portland's homes. The most recent data continues to list the USA in the rear of the pack of developed countries in terms of both cost and speed. And testimony before this council noted that Portland is ranked 200th among global cities in internet speed. Sadly, until now, the rest of the world has been passing us by. That's why there is cause to celebrate today. This council vote, the first by any city in a Pacific coast state, authorizes the grant of a broadband franchise potentially triggering a substantial investment by Google, and the first steps toward construction of a world-class, state of the art 21st century fiber to the premises network. As more than a month has elapsed since council's first reading of the proposed Google franchise ordinance, I want to call council's attention to two matters. First is the breadth of community support and the depth and diversity of information and testimony presented at the council's first reading on May 7th, including the educational sector, represented by Portland Community College and Portland Public Schools; the health care sector, including the director of Telehealth from OHSU; the transportation and planning sectors, who noted that telecommuting and other applications recognize fiber as the roads and bridges of the 21st century; the information technology sector, including Multnomah County Library, an incredible community resource in helping bridge the digital divide; average citizens, including those who have experience with homelessness and the need for digital inclusion; the non-profit community, represented by Portland Community Media; innovative businesses and tech visionaries who are aching to grow their applications and entrepreneurial reach to create jobs and possibilities unimaginable without access to gigabit fiber. Secondly, during the past month, councilmembers and offices have had the chance to mull over issues raised at first reading, as well as other issues brought to council members and staff as a result of pervasive and continuing community interest in the potential of a Google build here. I've done my best to respond to issues raised, and have met with each office when requested to review additional issues, including subscriber privacy. Google will meet all applicable legal requirements for its services at a standard no less than applicable to any other service provider. Digital inclusion, addressing the needs of Portland citizens on the other side of the digital divide remains a top priority of the city and Google. Staff will be making a proposal in the fall. During the interim, we will work on updating broadband adoption data, and engage with community organizations to consult on outreach efforts and best practices. Before concluding, I want to spend a minute on the level playing field issue. This issue arises from questions raised by incumbents whose broadband services may be threatened by competition, suggesting that Google is somehow getting a better deal than other providers. I want to lay to rest any doubts. Google's commitments are commensurate with the commitments with other residential service providers. Specifically, Google plans to invest over \$300 million in permanent state of the art fiber infrastructure in Portland. No other company has made a similar commitment.

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Google's investment will bring construction and permanent jobs, and will allow Portland and its regional partners to assume a globally competitive position as a center of technology innovation. No other company has made a similar commitment. Google's launch directly follows the council's direction in the broadband strategic plan by building state of the art fiber to the premises technology. No other company has made a similar commitment. Google's plan to provide free broadband citywide after an installation fee with no income threshold in any areas they have constructed vastly exceeds the much more limited commitments of all of the incumbents. No other company has made a similar commitment. Google's Wi-Fi deployment will create additional area hot spots for Portland citizens to connect to the internet for free. No other company has made a similar commitment. Google's plans to offer free gigabit service to at least 100 community organizations, serving communities with lower internet penetration rates, will provide substantial ongoing benefits to all. No other company has made a similar commitment. Portland is a city that knows we cannot sit on our hands while we wait for the future to arrive. We have to create the future ourselves. The council's broadband strategic plan defined that future vision and attracted Google's interest. This council vote will bring world-class broadband to Portland with positive impacts on business, jobs, rates, services, digital inclusion, and bringing Portland's creative community the technology they need and deserve. At last, the city -- with Google's investment -- can offer a platform commensurate with the city's matchless creative spirit, leading us to centers for innovation of the type described by Amber Case at first reading. Since fiber broadband was first developed, this city has worked long and hard to ensure deployment of a world-class fiber network. Your voice, your vote, and your unwavering support build upon that vision and unanimous action by councils of the past. I encourage the council to vote yes on the Google broadband franchise for Portland. Our region, our state, and above all, for Portland's citizens who are the riches of our city and who can now look forward to broadband choice, competition, and horizons limited only by our imagination. Thank you, and I'm happy to answer any questions you may have.

Hales: Thanks Mary Beth. Glad you're with us in this format and hope you are enjoying your now interrupted vacation.

Henry: Yes, Mayor, and council, thank you. I am here and I am happy to answer questions.

Hales: Great. Questions for Mary Beth? I think you got us with that presentation. But there may be questions that we -- that echoes -- Commissioner Fish, something on your mind?

Fish: Ready for the vote.

Hales: This is second reading, think we may be ready for the vote. Representatives from Google are here if there are any questions for them before we proceed. But thanks to that great presentation from our director, we are ready. Roll call, please.

Item 605 Roll.

Fish: Mayor, I want to thank Mary Beth Henry for providing the history lesson today about technology and progress. [video feedback]

Hales: That's Skype doing what it does.

Fish: I don't want to speak over -- is that Mary Beth?

Hales: It's you echoing.

Fish: I appreciate her giving us the history lesson on technology. I'm sorry that the chief technology officer in my home is not here to witness this moment, and that's my 10-year-old son. In my lifetime, I remember growing up in upstate New York where we didn't get good TV reception, and I remember when a pioneer came up with an idea called channel master that connected to your antenna and rotated the antenna so you could get better reception which was really a big deal when you got one or two stations in rural New York. I remember in 1986, when I started practicing law and we got our first dot matrix printer that connected with the most rudimentary computer. And the dot matrix printer would take about a week to print a 50-page document. If there was an error, it would take another week. At some point someone got the idea of speeding that up, but that was a

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big deal. I actually just Googled this question, and it said that Google was born in 1996. So it's only a relatively recent phenomenon where we have even Googled and incorporated that into our lexicon. And now, we're making a quantum leap in the technology through this agreement. And one area I think we will look with some concern going forward -- if we are fortunate to have Google -- is, how does this impact the digital divide? And does this create opportunities for more and more people? And the second is as a creative city, how does this technology enhance our brand as part of the creative economy? The Hollywood folks that are coming up here and shooting movies and TV shows are doing them in high definition digital, and it would be interesting with new technology like this whether this gives us more opportunities to be a place where the filming is done but the actual editing is done elsewhere, where there's existing structures. So, Mayor, thank you for the leadership you've given to this exercise. Thanks to Mary Beth Henry and her team and all of those who testified, and today I'm pleased to vote aye.

Saltzman: I appreciate this major step forward should Google choose to exercise the franchise that's about to be granted. This will be an ambitious and very giant leap forward in fulfillment of our broadband strategic plan for the city of Portland. Thank you, Mayor; thank you, Mary Beth Henry; and thank you, Google. Aye.

Novick: First of all, I think it's appropriate that Mary Beth is addressing us from Rome, because I think it was under Emperor Hadrian of Rome in 128 that a city first achieved high speed internet service. [laughter] I have to say, after Mary Beth described how momentous this decision is, I'm a little hesitant to vote because I'm not sure I'm qualified to be involved in decisions so momentous. But I'll try to overcome that. Finally, I just wanted to say that even for those who aren't part of the high-speed, creative, fancy, speedy economy, having competition and offering the internet service is an important thing for all consumers, speedy or slow. So I'm pleased to vote aye.

Fritz: Mayor, I'm almost speechless at your cruelty in making your employee dial in from Rome. [laughter] But I have just a couple of comments. And thank you, Mary Beth, for being present and also to David Olson, the former director of the Office of Cable Communications and Franchise Management, now known as the Office for Community Technology. I have found very rare that one does a plan, a strategic broadband plan that Commissioner Saltzman and I worked on in my first term, and actually see a good chunk of it coming to fruition with this franchise agreement. So it's particularly satisfying that we are moving forward on this, and I thank everybody who has been engaged. Aye.

Hales: Mary Beth, thank you for being here today. Actually, I don't think there's a time I could have scheduled this that Mary Beth wouldn't want to participate even while she's on a well-earned vacation. Thank you all for your good work on this as well as to your staff and the team at the city. Darcy, Gil, rest of you at Google Fiber, thank you for working so constructively with us. We are excited about the opportunity that this franchise creates. It is, as I said earlier, it is such a good fit with who we are and who we will be here in this city that we have gigabit internet available to our citizens and to our businesses and to our schools and to our non-profits and to everyone that we've heard from so enthusiastically throughout this discussion. I am very happy that we are here at this day, and I'm very pleased to vote aye. [gavel pounded] And to tell our able staffer in Rome, grazie, arrivederci, and go have a limoncello or something because it's late at night there and she shouldn't have a cappuccino.

Henry: Arrivederci.

Hales: Thank you, Mary Beth, and thank you all. OK. Next steps. Next item.

Item 606.

Hales: Second reading, roll call.

Item 606 Roll.

Fish: Aye.

Saltzman: Aye.

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Novick: Aye.

Fritz: Again, as a reminder with this vote, we are saving the rate payers \$1.2 million. Aye.

Hales: Aye.

Item 607.

Hales: These are those eagerly awaited grants that we heard about in the great presentation last week. Unless there's further discussion, let's take roll call and approve them.

Item 607 Roll.

Fish: Not only pleased to support this, Mayor, but am pleased that an additional year funding for EPAP was included in your budget. Aye.

Saltzman: Aye.

Novick: Aye.

Fritz: I'm really happy this vote happened a week afterwards, because I wasn't able to be at the presentation last week. I was in Eugene, talking about protected sick time. And thank you for the permission to go there and do that, because I think it was helpful. Congratulations to the East Portland Action Plan members for all of your work. I see Arlene Kimura and Lore Wintergreen here today, and others. It's a great program and I'm very much appreciative that you're willing to work with the east Portland neighborhood office and the whole system to figure out what are the next steps in terms of ongoing funding for the great work that you do and what should the form of that be. Aye.

Hales: Great presentation last week, great work in getting these grants to this point. Go forth and leverage. Aye. [gavel pounded]

Item 600.

Hales: Commissioner Fish.

Fish: Thank you, Mayor. We have Steve Behrndt and Greg Charr with us today. And this ordinance allows for and authorizes procurement services to conduct an open and competitive solicitation process for services to haul the residuals remaining after the wastewater treatment process to Madison Ranches near Echo, Oregon. These particular residuals are also called biosolids, and are treated as solid byproduct of the wastewater treatment process. The biosolids are applied to the land at Madison Ranches, and have produced numerous environmental benefits, including improvements to soil and forage quality, erosion suppression, carbon sequestration, and biofuel production. And I will now turn it over to Steve, who is the wastewater group manager; and Greg, who is the biosolids and residuals program manager.

Hales: Good morning. It's still barely morning. Good afternoon.

Steve Behrndt, Bureau of Environmental Services: Good morning, Mayor and Commissioners. Steve Behrndt, wastewater group manager, Environmental Services. I'm responsible for the operation and maintenance of wastewater and stormwater facilities and related programs, and one of the most significant of the related programs is biosolids management. Biosolids are a product of wastewater treatment, as the commissioner said, and are thought of not as waste anymore. Over the decades, they have become thought of as resources and we reuse these resources as much as practical -- all of the resources of wastewater treatment -- to the extent it is practical to do so. Once treated, biosolids are reusable in a sustainable manner, and one of the most common ways to reuse biosolids is land application. As a matter of fact, over 90% of biosolids in the Pacific Northwest are reused by land application. And we're fortunate to have what we think is one of the best programs, maybe the best program in the northwest for biosolids land application. To talk a little more about today's request, Greg is with me, and will follow-up.

Hales: Great. Welcome, Greg.

Greg Charr, Bureau of Environmental Services: Thank you, Steve. Good afternoon. To briefly summarize, the city of Portland beneficially reuses approximately 50,000 tons per year of treated wastewater residuals or biosolids from the Columbia Boulevard wastewater treatment plant at

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Madison Ranches at Echo, Oregon. Madison Ranches is city-leased property with site-specific permits obtained through the state of Oregon's Department of Environmental Quality for the land application of city of Portland biosolids on approximately 5000 acres of dry land agricultural ground in north central Oregon. Council has previously and unanimously approved the residuals land application program at Madison Ranches through contract number 31000496 and ordinance number 185935. Today, BES is not asking council for a final decision on the project. The enabling ordinance in front of you today is simply asking council to authorize procurement services to solicit the necessary hauling services to Madison Ranches, with the intent of entering into a contract. Once the solicitation is completed, a final reporting of this procurement process and recommendation of award will be provided to council by the chief procurement officer. We are here if there are any questions.

Hales: Thank you. Questions?

Saltzman: Who provides the hauling services presently?

Charr: Currently, it is Gresham Transfer, a company that's worked for BES since 1992.

Hales: Thank you very much. Anyone else want to testify on this item?

Moore-Love: I did not have a sign-up sheet.

Hales: OK. Thank you for your presentation. It rolls over to second reading next week.

Item 609.

Hales: Commissioner Fish.

Fish: Mayor, we set this over a week in order to be able to address a number of thoughtful questions that you raised about coordination between the work we're planning under this ordinance and work that is proposed in inner southeast in conjunction with Portland-Milwaukie light rail and some other development. And Scott Gibson is here to give us a quick update on the project.

Hales: Good. Thank you.

Scott Gibson, Bureau of Environmental Services: Commissioner Fish, I think we're here to talk about 609. The item we received questions on was 611.

Fish: Ahead of ourselves.

Hales: Same team, different item, right. Thank you.

Gibson: However, both of these projects are in the same location. And so the issues raised by the mayor last week about the prior project also apply to this project as well. So, they're right on top of each other. Thank you, Commissioner Fish, and Mr. Mayor. Could you get going? Wait for the slide show to show up.

Hales: Here we go.

Gibson: Great, thank you. With me is my project manager, Bill Owen. Next slide, please, Bill. The location of this project is underneath SE Grand, SE Division, and SE Powell Boulevard. It is in the Kearns, Buckman, and Hosford-Abernethy neighborhoods. What we're talking about today is the SE Interceptor. It was built in 1954. It conveys combined sewage from all of southeast Portland. It's monolithically concrete. It was poured in place. Diameters range been 66 and 73 inches, the depth is between 25 and 53 feet. Based on our sewer inspections in 2006 and 2013, we found structural deterioration, including infiltration, cracks, and rot pockets from the original construction that are now deteriorating. Also, during construction of the Portland-Milwaukie light rail, we found a sinkhole during the summer of 2013, It's a little difficult to pick up on that picture, but at the base of the retaining wall for the Portland-Milwaukie light rail, you will see there is a sinkhole that was created by an earlier failure of this sewer, which was repaired under emergency contract. We're here today to request authorization for a PTE contract. We follow the city's procurement processes. Two firms submitted proposals. The highest selected firm was the firm of HDR. The contract amount is \$1,727,430. MWESB participation is roughly 25% of the total contract amount. And currently, we feel really good about the level of confidence in the design fee, but we're just getting started on the design so we have a ways to go before we can give a firm, confident estimate on the final

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construction. It's budgeted at \$14.3 million. Moving forward, we're going to get into our data collection. We're going to make an entry into the sewer, do relevant the inspections, come up with alternatives based on what we find during those field investigations. We'll move forward with the complete design and bid package and we'll be back in 2016 to ask the council for approval of a construction contract. And that's what we have for you today. Any questions?

Fish: Extra credit if you can identify the person in this photograph. [laughter]

Gibson: I can't. This picture is of the Lents trunk sewer. It was a similar rehabilitation we did in 2011 associated with the CSO program. It's a little hard to make out, but basically he's doing grout injection in the existing concrete sewer.

Hales: Thank you. Questions? Is there anyone signed up to testify on this item?

Moore-Love: I didn't have a sign-up sheet.

Hales: OK, then this will rollover to second reading. Do you want to --

Fish: Can we skip to 611, Mayor?

Hales: Yeah, go ahead and skip to 611. Before we do, there was a question raised -- I want to put this in the record. I think this is the first such contract, but there was a question raised. I have no remaining financial interest, nor does any family member of mine have any remaining financial interest in HDR engineering. I did work there prior to my election as mayor. The question was raised once. There's no conflict of interest, but I just wanted to get that on the record so that if anyone is confused, they -- you know. That moves to second reading. [gavel pounded] Let's take up 611.

Item 611.

Fish: Mayor, Scott, this is a -- I guess it's listed as a second reading, I don't know if we --

Hales: Right, but we wanted to get staff clarification.

Fish: Mayor, do you feel like you got satisfactory answers to your questions?

Hales: Yeah, I think we've gotten everyone in touch. That we have the opportunity to get it right. It is not inevitable, but I think Scott and others have made the appropriate connections into the planning process, and we know that we need to work together to make sure that all of the potential interrelationships between how this project is done and what the possibilities are for the redevelopment of that district are thought about in advance of making project decisions.

Fish: And we will make sure that the contractor in its scope work is made aware of that, too, as we go forward. Mayor, I thank you for raising those concerns and we are ready for second reading.

Hales: Thank you. Roll call.

Item 611 Roll.

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

Item 610.

Hales: Commissioner Fish.

Fish: Dawn, I'll turn it over to you.

Dawn Hottenroth, Bureau of Environmental Services: Good afternoon Mayor and city council, I'm Dawn Hottenroth, I'm the code-writer in Environmental Services. And before you today is a replacement for our permitting chapter at the Portland City Code, Chapter 17.32. We've been kind of going through over the last decade or so each of our code chapters to get them updated for better language, make them a little easier to follow. The primary things that have changed in this chapter are -- over the years, things kept getting tacked on to it. It was never really clear what regulation went with what kind of permit. We have two main permit types we do in city for sewers. Public works permits to build new sewers that the city will then take over maintenance on, as well as connections to the sewers and drainage system. So what you have before you replacement to regroup a lot of the existing authorities to make clear what goes with what permit type, and also to kind of put a place holder in for some permit types that we will be working on with the new Bureau of Development Services ITAP data base. We are trying to highlight new permit types we would like

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to establish over the next year to basically allow less cumbersome processes to be used for things like when somebody wants to encroach into one of our sewer easements that's not in the street. We don't have a really good way to deal with that right now, and we would like to develop that. So you see placeholders in the code that authorize us to do new permit types, which we will be doing administrative rules over the next year or so to get into the details and actually put into place those permit types when the new system comes online.

Hales: Great. Thank you.

Hottenroth: I'm just here if you have questions about anything.

Fritz: Thanks, Dawn, and Jim Blackwood in Commissioner Fish's office for working with Patti Howard on my staff on questions. I only have one outstanding one, and that is the change throughout, from saying shall to will and must. And my understanding from the zoning code that shall is more mandatory. So I'm wondering about the change here.

Hottenroth: The change from shalls to the city must, or applicant must, or the city will -- that is usually how it as changed is applicant must and city will -- was actually a recommendation from our city attorney. And the long email that he sent me with regards to that was in their opinion, at least that city attorney's opinion, will and must were much more specific than shall. Shall had a degree of ambiguity about it. I don't know if Ben wants to weigh in here.

Fish: That's why we love lawyers, a degree of ambiguity in the word shall. [laughter]

Fritz: I just want to make sure we're consistent through 17 versus --

Hottenroth: So, the guidance they gave us was that they felt must and will were much more specific and directive than shall.

Hales: My English teacher is coming to mind again.

Fritz: Yeah.

Ben Walters, Chief Deputy City Auditor: Just as a matter of drafting, shall is falling out of favor from a drafting standpoint, and will and must are looked at as being more modern usage and more readily understandable to the reader in terms of an obligation. They have the same degree of obligation in terms of the requirements, in terms of performance, and the requirement to move forward in following the directive of the code language. So it's more a drafting preference than it is a change in the requirement to comply.

Fish: The Bureau of Environmental Services is officially agnostic on this point. [laughter] But we are certainly interested in being part of an effort to create uniformity in language. So, I think that's why we have taken this suggestion, but we're agnostic.

Fritz: Well, I think we should do it throughout all of the chapters of code, rather than just in one section of 17.

Walters: Well, the code gets updated, as you are aware, incrementally. And I imagine that as other code language comes before the council for modernizing, then that will be implemented as the changes occur.

Fritz: Do we have a definition of shall versus will somewhere?

Walters: I don't know that we have a definition -- well, we have a definition of shall in the code, yes. You've already acknowledged that in your comments, but in terms of will and must, no, I don't think we have definitions in the code, but the obligations are the same. That would be the way it would be interpreted, according to the common sense understanding of what will and must mean.

Fritz: Perhaps Mayor Hales and I can consult with the spirits of our English teachers in the interim between this week and next to see and discuss what we should do in terms of this versus the other.

Walters: I do have a -- we have a printout of a modern legal grammarian criticism of the use of the word shall which I would be happy to share with you.

Fritz: Yes, I would like to see that. Thank you.

Saltzman: I'd like to see that, too. Yes, I would.

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Hottenroth: And as a point of clarification, we have made the move away from shall in the last four codes that we have updated. It is consistent, at least with what Environmental Services is doing.

Fish: My own experience, using word, shall, will, or must with my 10-year-old, I get the same level of push-back. [laughter] He has found some significant holes in both approaches. But I would just suggest that we proceed with the guidance of the city attorney on this and if at some point we want to deal with this more broadly with city, we would obviously cooperate fully.

Hales: OK. Is there anyone who would like to testify on this item? Then we shall set it over for second reading -- [laughter] -- with further discussion between now and then.

Novick: I would like to say for the record I like the word shall, but I would be willing to trade it for a guarantee that we should never in code use the non-words impactful, incent, or incentivize.

Hales: Ooh, got my vote.

Fritz: Yes.

Hales: Second reading. Thank you.

Item 612.

Hales: Second reading, roll call.

Item 612 Roll.

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

Item 613.

Item 614.

Hales: Commissioner Saltzman.

Saltzman: Thank you, Mr. Mayor. We have two items that make minor modifications to two of our primary tools. My talking points did use the words to incent, I will change that. To stimulate the private development of affordable home ownership opportunities for families that make less 100% of the median family income. The changes are being proposed to both the home buyer opportunity limited tax exemption, also known as HOLT; and system development charge, or SDC exemption programs that reflect recent statutory changes made by the state legislature that removes previous geographic restrictions for the tax exemption program and now requires it to be offered citywide, and also to the revisions to the way household income is calculated. The Housing Bureau developed those changes after soliciting significant public input from stakeholders, as well as holding a public hearing to receive additional feedback. And we have staff from the Housing Bureau here to answer any questions. And I think we've had some people waiting patiently who wish to testify on this as well.

Hales: Thank you. Staff standing by. Not a presentation, but questions if we have them. Are there folks signed up to speak?

Moore-Love: Yes, I have one person. Justin Wood.

Hales: Justin, come on up. Good afternoon.

Justin Wood: Good afternoon. My name is Justin Wood, I'm with the Portland Home Builders Association. I am also a home builder here in the city of Portland with Fish Construction, and I build a lot of homes and sell a lot of homes to families who are able to take advantage of both of these programs. I would like to speak on the proposed changes on the SDC exemption program and the limited tax exemption programs. I would also like to thank the Housing Bureau staff for their outreach and work on this issue, as I was involved with them on the proposed changes. As a builder who utilizes both of these programs to help sell homes to families making at or below median family income, I just want to share some of my views on the proposed changes and their effect on the families that use the programs. I do believe both programs work together to help increase home ownership of families making at or below median family income. The limited tax exemption program does have constraints. It is limited to 100 homes per year. Therefore, I am supportive of the changes being proposed by the Housing Bureau, as these changes will make it so that this program gets utilized by the families most in need of that program. However, the SDC program is currently

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not under those same constraints. It's not limited to 100 homes a year or limitations on that program. One of the proposed changes, specifically, which adjusts the income to family size, will eliminate families from the program who would otherwise qualify today. Family size -- while some housing organizations do use that as a mechanism, it doesn't always tell the story. We have recently sold a home to a single mother who was just a family of two. Her income qualifications to take part in the program under the proposed changes would be less than a family of four with two incomes. And you could argue that she needed the help more to buy a home than the family of four would. So, in conclusion, I wanted to say that I am supportive of the changes on the tax exemption side, but I would ask council to ask staff to determine whether or not the changes have to happen on the SDC program as well, since it is not limited by the same constraints.

Fritz: Do you have a suggestion for how the ordinance would be improved?

Wood: Currently, the way the SDC ordinance is done now works well, I believe. I do realize staff wants to try to have the same qualifications on both programs, but by doing that, families would be eliminated from the program.

Fritz: Thank you for taking the time to be here. That's important.

Hales: Thanks. Could we get staff to respond to that nuance here?

Andrea Matthiessen, Housing Bureau: Mayor Hales, Commissioners, thank you. My name is Andrea Matthiessen with the Portland Housing Bureau. Thanks for hearing these items today. In response to Justin Wood's feedback, we would validate his perception that there may be families who would be unable to utilize the program. I think our response to that assertion would simply be that they would be unable to utilize the program based less on family and household configuration than on income primarily. We do use the tax exemption programs in conjunction with the SDC exemptions to maximize the amount of affordability that's provided to these first-time home buyers. We believe that this precious forgone revenue in the form of these SDC exemptions should be targeted primarily to households that need them most. And so, if you can indulge my bureaucratic tendencies here, wanting to be able to provide a really concrete example around MFI and how that would play out, generally speaking. And so 100% MFI for a household of four \$69,400 annually. 100% MFI for a household of two, so presumably a single mother with one child, is \$55,520 annually. And so if you allow that household of two not to be adjusted for family size, what that actually translates to is 125% of median for that single mother with one child. It's our belief as staff of the Portland Housing Bureau that that family may be able to buy on the market without these subsidies. So again, targeting the assistance and the forgone revenue to households who really need it most.

Hales: Do we have any guesstimate of number of families that might be affected in a typical year by this change?

Matthiessen: You know, I think I would defer to Dory Van Bockel on the demographics of the households who utilize the program, particularly, who may be impacted by this change.

Dory Van Bockel, Housing Bureau: Hello, Dory Van Bockel, staff at the Portland Housing Bureau. Anecdotally, I could say less than 10% of the users of the program would be between over 100 MFI but still under the family of four MFI limit, the 69,400. But it is not necessarily saying that less families would be served, it just may be different families that are served, because the units would be available to who we are targeting with the programs at the Housing Bureau, which are the families under 100% MFI.

Fritz: But there isn't a cap on the amount of SDCs we can give, correct?

Bockel: Correct.

Fritz: So this is our money. It's parks money, and water, and sewer's, and transportation's money. It seems to me we should err on the side of offering more breaks, especially as Mr. Wood brought up, for the single mother with one child. Or under the household size of four -- otherwise you are encouraging -- I just don't see why we would not continue the current practice.

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Matthiessen: Well, one of the other reasons that the Housing Bureau is proposing this change is to bring the way that the tax exemptions and the SDC exemptions calculate income into alignment with every other affordable housing subsidy that the bureau, city, and federal government provide currently. So, this is an outlier in terms of how housing eligibility is determined.

Fritz: Right, but it's the one that only affects us. It doesn't affect the county or the state.

Matthiessen: That's correct.

Fish: Does that -- I understand the desire to have uniformity. I also understand the desire to target the resource. Does it create administrative hardship for the bureau to have different guidelines for these two companion programs?

Van Bockel: Yes, it does. It does make it more complicated both for the users of the program -- so home buyers trying to qualify -- as well as we have application forms currently, for instance, that cover both programs at the same time. So, I mean, it is an administrative burden, but that's not our main priority for not keeping them separate.

Fish: You know, Commissioner Saltzman, the HOLTE proposal before us is effectively aligning our policy with the change in state law. And that has broad support. The other proposal -- I guess as I sit here listening to this discussion, I'm not sure I know enough to make an informed decision right now. There's a few things I would like to follow up with. Would you consider setting that over a week to have further council discussion?

Saltzman: Yes, I think these are both first readings.

Hales: Actually, they both have emergency ordinances.

Fish: They both have emergencies, I have no quarrel with that. But could we?

Saltzman: Yes, I am more than happy to.

Fish: So we can have that discussion off line and follow up with any questions.

Hales: And would that be just 613?

Fish: Yes, the other is pursuant to a change in state law that I actually was involved in the lobbying on that one. Because there was a particular east county legislator who did not want the program only focused on distressed area. And through a little bit of serendipity, this change aligns with the city's opportunity agenda of building houses in strong neighborhoods and also developing in neighborhoods.

Saltzman: I would be more than happy to set over 613 a week, and if we want to vote on 614, that would be great.

Matthiessen: I'm not sure that actually works because the proposed income changes for the tax exemption program are also embedded in 613. And I think that -- should the way that the income be calculated remain the same, the bureau may elect to maintain the same income calculations for both programs.

Saltzman: Hold both of them over for a week.

Fish: Keep the emergency clause so it goes into effect right away.

Matthiessen: Right. Because for 100 of these units, they have both SDCs and LTEs in them, so we would be using different standards.

Saltzman: OK, then we'll both over for a week.

Hales: Anyone else signed up?

Matthiessen: Thank you.

Hales: Justin is the only one signed up on either one. OK. We will set these both over for one week. And thank you, Mr. Wood, for raising those concerns.

Item 615.

Hales: Commissioner Saltzman.

Saltzman: Thank you, Mr. Mayor. In light of federal legislation called the Hearth Act, which was passed in 2009, local governments are required to in essence become more efficient and effective and talk to one another in terms of addressing issues of homelessness. And we're here today to

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consider an ordinance that establishes a new governing structure for that purpose. In April, council heard a staff presentation on the ordinance, and today we're bringing back a substantially similar ordinance. We're putting our pen to paper and our commitment to working with the city of Gresham, Home Forward, and Multnomah County. We have created intergovernmental agreements with these entities and also incorporated feedback from the April council work session. So I look forward to formally signing on to these partnerships to get started in the work of addressing homelessness. To refresh everybody's memory, the basic outline of this structure is an executive committee composed of the governments I just mentioned, and then a larger advisory committee to be determined -- representation to be determined by the executive committee who will represent various perspectives on homelessness issues from all points of view. I would urge adoption of this today. We have staff here if there's any questions.

Hales: Anyone that needs to speak on this item?

Moore-Love: No one signed up.

Hales: Council questions?

Fritz: Yes, I have some suggested amendments for the exhibit A which have been submitted to Commissioner Saltzman's staff. In general, I think it's much improved over the version we before, and I really appreciate the incorporation of my previous comments. On page two, the goals seem to change from equity overall to promoting racial and ethnic justice, and that doesn't call out the need for accessible housing for people with disabilities, so I would like another bullet that says improve accessible housing options for people with disabilities.

Saltzman: Is this on the ordinance or the attachment?

Fritz: The attachment, page two of exhibit A.

Fish: I'm missing that.

Hales: I'm looking for that, too.

Fish: Oh, there's two exhibit As. There's an exhibit A, which is the intergovernmental agreement, and there is an exhibit A to that, which is the purpose.

Saltzman: OK. I think Commissioner Fritz is referring to the second exhibit A, which I apologize, we have two exhibit As.

Hales: It's an exhibit to the agreement. Page two of that.

Fritz: Page two of that, there's those bullet of the purpose carrying over from the first, but there's no mention of people with disabilities because the bullet on equity has changed to promote racial and ethnic justice.

Fish: Where is that?

Hales: Top of page two of the charter which is exhibit A, and connected to the intergovernmental agreement. So the top of page two. What's your language again, Commissioner Fritz?

Fritz: So I'm proposing to add another bullet that says improve accessible housing options for people with disabilities.

Hales: OK. Is there a second on Commissioner Fritz's motion?

Novick: Second.

Hales: Discussion? Roll call on adopting the amendment.

Roll on motion to add contract exhibit A, top of page 2 a bullet to read "improve accessible housing options for people with disabilities".

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

Fritz: Thank you. Then moving to page five of the same exhibit, it specifies that the two representatives from Portland will be the mayor of the city of Portland, and the Portland city housing commissioner who is in charge of the housing bureau. Propose making a comma at the end of that statement and then say, or another commissioner if the mayor is in charge of housing.

Hales: Oh, good idea.

Fish: What if we just said the mayor of Portland or his or her designee.

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Fritz: Well it's two, we get two positions. The problem is if the mayor is also the housing commissioner. Not that that would be a problem, but it would mean we would only have one representative under this language. I'm proposing to add or another commissioner designated by the mayor if you like, Commissioner Fish.

Fish: Oh, I see. This is the challenge we had recently with the emergency management system.

Fritz: Right.

Fish: Should we also, though, be addressing the question of whether there are appropriate designees unless the mayor intends to attend all these meetings?

Hales: Well, there's probably a procedure on that, yes, two voting members.

Fish: So it's a small body.

Saltzman: Do you have something you want to -- Ryan?

Ryan Deibert, Housing Bureau: Good afternoon, Mayor, Commissioners. My name is Ryan Deibert, I work with Portland Housing Bureau and helped to author the agreements in front of you. Commissioner Fish, that's actually addressed in the language. Any representative from the executive committee is able to designate proxies to attend meetings in their absence.

Fish: Like we do at Metro from time to time. You don't need to have an alternate listed, the mayor can designate an alternate for the purpose of casting a vote.

Deibert: Correct.

Fritz: OK. Or just good for being on the committee.

Hales: That doesn't obviate the need for the first amendment that Commissioner Fritz suggested.

Fritz: No.

Hales: That's a separate matter.

Fritz: Yeah, that's fine.

Hales: Commissioner Fritz moves her second amendment.

Fritz: Sounds like council doesn't even need the second amendment.

Hales: No, it's -- well, maybe I got that wrong. The ability to designate an alternate is different from the scenario in which the mayor is the commissioner in charge of the housing bureau.

Fritz: Yes, I think so.

Hales: Right? So I think you rightly called that one, and I think we should consider that amendment. Yes.

Ben Walters, Chief Deputy City Attorney: I'm trying to follow along with the proposed language. What I'm hearing is or another commissioner designated by the mayor if the mayor is in charge of the housing bureau. Is that the language that's being considered for the amendment?

Fritz: Correct. That is exactly what I meant to say.

Hales: Yes. Additional language under the second bullet under executive committee leadership.

Walters: Thank you.

Fritz: Thank you.

Hales: Commissioner Fritz moves that language.

Fish: Second.

Hales: Further discussion on that amendment? Roll call.

Roll on motion to add to contract exhibit A, page 5, Executive Committee Leadership, Portland representatives additional wording "Portland Housing Bureau, or another if the Mayor is in charge of the Housing Bureau."

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

Fritz: And then finally, one more on page six about how we choose the initial community members. It says under the paragraph A Home for Everyone, coordinating the board composition, the second line says, the executive committee will initially appoint a minimum of three board members from a group of up to six individuals nominated by diverse stakeholder groups. There's no way to define there could only be six nominated for the group. I propose we delete from a group of up to six. So it

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would read, a minimum of three board members from individuals nominated by diverse stakeholder groups. Otherwise, if you have 12 nominations from the stakeholder groups how do you get it to six that then the executive committee chooses from?

Fish: What about the reverse problem? What if you have 20 nominees?

Fritz: Well then, still the executive committee gets to initially nominate the three. There's no way to define that second part said from a group of up to six individuals.

Fish: So what was the intent of that?

Saltzman: Is that required by federal law?

Deibert: No, it's not.

Fish: What was the thinking?

Deibert: The process by which we would get to six was actually developed through a larger group of community stakeholders that has gone out and developed a pretty comprehensive application process as well as an open and accessible voting process to take any larger group of nominees to a smaller group of six to put before the executive committee for consideration.

Fritz: But that's not spelled out in this.

Deibert: That's correct. It's not spelled out specifically there.

Fritz: How would that happen? Who would get to decide who the six were?

Deibert: That process is actually in place right now. It was developed through existing stakeholder groups, particularly through the coordinating committee to end homelessness and some of their leadership with outreach to broader constituent groups as well.

Fritz: But who is it that makes the decision?

Deibert: I can come back to you with more detail. The actual -- I don't have available right now with me -- the full process. But the information about that process is up on our website. I can easily provide it to you.

Fritz: Just let me say, my concern is that there be a robust community process. The challenge is the first time that we appoint these community members, because after that -- it's a very good process for after the first time, it's just for this first time. I have heard concerns that there will be folks who are hand-picked by insiders rather than folks who are more community members. So I wanted to make sure that everybody who wants to be considered and if they have been supported by a stakeholder group gets their name forwarded to the executive committee.

Deibert: Absolutely. And we've shared that concern very much, both at a staff level and working with the broader range of community constituent groups we have worked with. So the process that those community constituent groups developed -- that process wasn't developed by staff, it was developed by our community-led constituent groups intentionally to address those concerns.

Fritz: It looks like the city attorney has a comment.

Walters: So hearing from staff, it appears that the answer that you are seeking seems to be toward the end of the sentence, where it describes through a process led by the steering committee of the coordinating committee to end homelessness. So it looks like that's the process that identifies the group of up to six individuals. Is that the case?

Deibert: That's correct.

Walters: So that would seem to be -- now, it may be that it would be appropriate to give a more thorough description of what that process might be, but that seems to be the answer to the question that you were posing, Commissioner.

Fritz: You're right. Thank you very much, that's helpful. And then there's just a typo, second bullet to the bottom, Multnomah County residents with a disability --

Deibert: We have already corrected that.

Fritz: Good, thanks.

Hales: You're withdrawing your other amendment?

Fritz: Yes, thank you very much.

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Hales: Does anyone plan to testify on this?

Moore-Love: No one signed up.

Hales: Let's take a roll call on the amended ordinance.

Item 615 Roll.

Fish: I'm pleased to support this, and I'm also pleased that we have a new county chair who ran an explicit platform of putting housing and homelessness on the top her agenda. So I think that's very promising. To the question of why we're doing this, I will say, at least during my six years on service on this body, we do already have a unique degree of coordination with governmental partners. And that's not me making that observation, it's our friends at HUD and others who have told us that we are different. What this does is go to the next level of creating a formal governmental structure for making decisions. A few years ago, we tried an experiment of creating a virtual unified budget, assuming all the money from all the pots from all sources came to one pot. Then we sort of thought about, OK, how might we spend it as different jurisdictions? Well, that was an interesting exercise in the abstract. What we're going to do now is actually have all the jurisdictions at the table trying to unify their approach to ending homelessness. And among other anomalies that resolutions A and B have bred are things like the city contracting with 2-1-1 to get notices out to single adults during an emergency, and the county contracting with 2-1-1 to get messages out to families. That is an inefficient way of dealing with a larger population of people experiencing homelessness, but it's indicative of what happens when you have bifurcated systems. I think the hope here is that working with our friends in Gresham, Home Forward -- which receives a lot of federal money -- the City and the County, we can come up with a more unified vision for how to address homelessness, coordinate the spending of increasingly scarce resources in a more targeted and strategic way, then link up the various governing bodies, which is us, the county commissioner governing body, Gresham, and Home Forward. So, I believe this to be the latest evolution of a process which has been under way, and I think holds a lot of promise. So I'm pleased to vote aye.

Saltzman: I'd echo the remarks of Commissioner Fish and just say I want to thank staff of the Housing Bureau, Multnomah County, City of Gresham and Home Forward for working to put together this intricate process here by which we are going to have A Home for Everyone coordinating committee to provide more efficient and effective delivery of services to people who are homeless. Aye.

Novick: I echo the thanks extended by my colleagues, and I would also like to thank Commissioner Fritz for her normal attention to detail, which in this case may have prevented a situation where the mayor could not be the housing commissioner or the city would lose half its representation. Aye.

Fritz: You're welcome. And thank you very much for being willing to deal with it. Particularly, thank you to staff for being very open to my comments both at the last hearing and previously, I appreciate it very much. Evidently, the entire council cares very much about affordable housing and doing things in a fair an open way, and I appreciate that very much. Aye.

Hales: Thank you, Commissioner Saltzman. This is an important piece of work. I agree with the comments Commissioner Fish made about the fact that we have an enthusiastic partner for coordination in our new county chair. I'm not sure if it's a word, but when you were talking about old-fashioned words, I don't our relationships are actually bifurcated, they're poly-furcated. Because we have a whole bunch of agencies trying to work well together. I think this agreement is the best way to make the current governmental architecture work better. That sounds a little provisional, and it is. I would be open to more dramatic changes if you and others feel that they're necessary. The current multiple or poly-furcated arrangement of government in Multnomah County was not handed down on stone tablets, but evolved over time. This happens to be -- in my opinion -- a positive evolution deliberately carried out. I certainly don't have any expectation that it won't work, but I think we always have to remember that it doesn't have to be the way it is now, and that's very much

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the spirit behind this proposal. Thank you for the good work. Aye. OK, we have a couple more items before we take a break.

Item 616.

Hales: Commissioner Novick.

Novick: Colleagues, PBOT on November 1st, 2012 received a request from the Bureau of Environmental Services to vacate a portion of N Argyle Street east of N Kerby Avenue. The street vacation has proposed a connection with an adjacent property owners remedial actions required by Oregon DEQ due to contamination that exists within the public right-of-way. Karl Arruda from PBOT right-of-way is here to give a short presentation and answer any questions.

Karl Arruda, Bureau of Transportation: Thank you, Commissioner. Karl Arruda with the Bureau of Transportation, Right of Way Agent at PBOT. AS Commissioner Novick said, BES originally proposed a street vacation and connected with a cleanup and remediation of private property. Some of the contamination was in Argyle Street. All the parties involved agreed that the best way to facilitate cleanup of the contamination in Argyle Street was to vacate it so that the cleanup in Argyle would be under the same rules as the DEQ's cleanup on private property next to Argyle Street. This is an industrial area, if you're wondering. And in addition, sort of connected to this, there is by chance a stormwater catch basin in Argyle Street that's being relocated in connection with the street vacation. Relocating it will allow improved stormwater drainage in the intersection. Comments were solicited as usual from city bureaus, other government agencies, utilities, neighborhood associations, and there were no substantive objections received to this. If there are any other questions I'll be happy to answer them.

Hales: So there's no realistic possibility we would ever need this section of street for public purposes?

Arruda: PBOT folks looked at this repeatedly, and there's no plans to pave or push Argyle Street through this area. This area I don't think has ever been developed. Part of it was originally platted in 1908, I think, and it was just never developed since then.

Hales: OK.

Fritz: So Mayor, in seven years on the planning commission and five and a half on the city council, I have never seen a street vacation that is more appropriate.

Hales: Wow.

Fritz: Yeah. And I don't like street vacations, as you know.

Fish: You know, since we're into hair-splitting on language, you said there were no substantive objections. Were there any insubstantial objections? [laughter]

Hales: I think this council is suffering from low blood sugar.

Arruda: Not that I recall.

Fish: I'm kidding.

Arruda: There were discussions in the condition of the ordinance, but they were all worked out.

Fish: Yeah, no, I was being light-hearted.

Hales: Is there anyone to testify on this item?

Moore-Love: No one signed up.

Hales: Then we'll accept the report.

Moore-Love: This is an ordinance.

Hales: Yes, so it rolls over to second reading. Thank you.

Item 617.

Hales: Roll call.

Item 617 Roll.

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

Item 618.

Hales: Roll call.

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Fish: Aye. **Saltzman:** Aye. **Novick:** Aye. **Fritz:** Aye. **Hales:** Aye.
Hales: And we are recessed until 2:00 p.m.

At 12:49 p.m., Council recessed.

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Closed Caption File of Portland City Council Meeting

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

Key: ***** means unidentified speaker.

JUNE 11, 2014 2:00 PM

Fish: Council will please come to order. Karla, will you please call the roll?

Fish: Here. **Saltzman:** Here. **Novick:** Here. **Fritz:** Here.

Fish: Quorum is present. Mayor Hales is en route but has asked us to begin the hearing. This is the afternoon time certain.

Item 619.

Fish: Commissioner Steve Novick.

Novick: Colleagues, it occurs to me that today, we're having a great time of talking about things that the Bureau of Transportation can do with other people's money. This morning, we've talked about things we'll be able to do with the school district's money, today we will talk about wonderful things we'll be able to do with PDC's money and the federal government's money. We have an ambitious goal of providing the vibrant and distinctive neighborhoods along the Foster Road corridor with safe streets and walkable communities. This effort has been a citywide collaboration. The Portland Bureau of Transportation is working in conjunction with BES, BPS, Parks, the Water Bureau, and neighbors and community stakeholders over the past 18 months to identify and prioritize values, goals, and ideas that will direct safety and transportation improvements to Foster Road and the adjacent areas. The fruit of this labor is the Foster Road Transportation and Streetscape Plan. I want to thank Foster Carter neighbors, and in particular, the members of the stakeholder advisory committee for their time and commitment to this effort, and thank all of the organizations that contributed to this effort, including Southeast Works, the Foster Area Business Association, the Foster-Powell neighborhood association, the Foster Green EcoDistrict, the Mt. Scott-Arleta neighborhood association, the Creston-Kenilworth neighborhood association, Lents neighborhood association, Southeast Uplift, the Latino Network, Rose CDC, and the Portland Mercado. Foster Road is one of our high-crash corridors, meaning it's one of the 10 areas in Portland that has the highest need for safety and improvements. More than 1200 crashes have occurred on Foster Road over the last 10 years. Today, eight people have died on Foster, five of them being pedestrians. We have a shared, pressing responsibility to ensure that all Portlanders -- regardless of their zip code -- have access to the basic safe transportation infrastructure that's the backbone of thriving, safe communities. The project's originally made possible through a community planning development grant from Metro, and a partnership with the Portland Development Commission. The study area for the streetscape plan extends from SE 50th Avenue to the western edge of Lents Town Center at SE 90th Avenue. Recommended changes to the street and urban design are meant to transform Foster Road from a largely high-speed auto-oriented corridor -- although autos will continue to come through -- into a pedestrian-oriented place accessible by all transportation modes. The recommended improvements are: wider sidewalks in Lents east of 82nd, connecting directly to Lents Town Center with street trees and new curb ramps; six new rapid flash beacons with marked crossings and median islands; bicycle lanes along Foster Road; conversion of four travel lanes to three, which has a demonstrated safety benefit of reducing the number of collisions for all modes of transportation; one redesigned intersection at SE 72nd with a full new signal; five curb extensions which shorten the distance pedestrians need to travel across the road; continuous bike lanes from the 50s to SE 90th Avenues, connecting to Lents Town Center, bringing

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into alignment the city's bicycle plan for 2030; active signage at Powell and Holgate to alert fast-moving traffic to slow down and to alert them of pedestrians crossing; adding street trees, street lighting, and transit improvements throughout the corridor. One improvement I am particularly pleased with is the addition of a modified signal at SE Holgate Boulevard, which will now permit left turns from Foster Road to Holgate Boulevard. Not being able to make that left turn something I've struggled with numerous times making my way from the SCIU headquarters to anywhere to the west. New LED signs will prohibit right turns on red from SE Holgate when pedestrians cross Foster Road, and the curb extension will provide a smaller turning radius, requiring vehicles turning right onto Foster Road and to do so at a somewhat slower speed. Recent transportation investments in Lents Town Center and PBOT's upcoming 50s bikeway project will bookend the recommended elements of this plan. Taken together, Foster Road will become a safer and more accessible corridor for the rest of the city and the region. Construction should begin in 2015 and end in 2016. I want to talk a little bit about some tradeoffs. Throughout the process, the hardest decision involved the reduction of the street from four lanes to three. That conversion means that it will take somewhat longer during peak hours to drive the corridor, up to three minutes longer at the busiest time. So peak travel time from 50th to 90th and Foster may increase from seven to 10 minutes. For the average Foster Road driver, the additional travel time will be about but two minutes or 10% of the total travel time on an average trip. The conversion from four lanes to three will eliminate one of the biggest contributors to crashes, the so-called double threat. That is when pedestrians and drivers crossing a four-lane road get hit because one vehicle stops to allow them to cross, but another in adjacent lane does not. This process -- well, let me stop to say, I mean, again, there are tradeoffs. And almost every stretch of road is both a neighborhood street to the people who live along it, and a commuting corridor for people coming in from farther out. And so, there are tradeoffs involved, and there are going to be people -- I mean, two minutes can seem like a long time. So there are tradeoffs involved here. We're asking you to make the judgment that safety takes priority. The public process has included multiple opportunities for public feedback. Staff held five open houses, over 20 community meetings with organizations, and many one-on-one conversations with businesses and residents. The community at large, the stakeholder advisory committee and staff had a clear, transparent process to analyze, identify, and thoroughly discuss the pros and cons of the plan. Staff presented the Foster streetscape plan at open houses, and received over 430 survey responses plus dozens of written comments. PBOT staff also reached out to low income, non-English speaking, and immigrant Portlanders throughout the public involvement process. And in fact, recently, we took some extra time and delayed this presentation a bit in order to ensure that we did some additional outreach, particularly to those communities. Traditionally underrepresented and underserved communities endorsed the plan at even higher rates than traditionally represented community members. Community leaders involved in this process have overwhelmingly supported the Foster streetscape plan moving forward to prioritize safety and livability over speed. And now, we'll hear from Art Pearce and Mauricio Leclerc from the Bureau of Transportation.

Art Pearce, Bureau of Transportation: Good afternoon, council and Mayor Hales. My name is Art Pearce, I'm manager of policy, planning, and projects for the Bureau of Transportation, a new group that is looking to really tie the pieces together from long-range policy directly to project delivery. And I think this project here that we have for you today is a great example of the types of products that we can bring forward when we try to have some intention around what our policy outcomes are that we want to produce and then design, and run a process towards those outcomes. We are very excited to bring this project for you today. As you can see from the full council chambers, we're not alone. There's a very broad community that is supporting us in moving this project forward, and I think this is very much a testament to when you have a robust and thorough public involvement process, you can bring forward a well-supported plan with reasoned recommendations that are balancing the needs of many -- those that are long-standing residents and

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those that are new residents, those that have varying backgrounds and abilities. We're pleased to be able to bring this to you today. This is essentially a piece of a larger strategy, and I think just last week or the week before, you saw another part of it related to the Lents Town Center proposal -- was that last week? May 28th. And so this is part of a partnership in which the Transportation Bureau is bringing forward the infrastructure support that is needed to help the Foster corridor become the future place that we want it to be, and support the place that it is now today. So we're very excited to be able to bring this for you. And Mauricio -- I'm always happy to be here with him, because he runs such a thorough process and brings forward such a good process. I will let him speak in more detail about the project and process that he brings for you, and we would be happy to answer any questions.

Mauricio Leclerc, Bureau of Transportation: Thank you. Good afternoon, Mauricio Leclerc, senior planner. With us is also Lewis Wardrip, the traffic engineer for the project. The commissioner did such a good job introducing the project, so I think all I can do justice is provide graphics. Here's actually the commissioner in action, I think, helping children cross the street. But basically, it's adopted recommendations of the department of transportation streetscape plan. This plan started formally about 18 months ago. We had a terrific stakeholder advisory committee, and we held 12 meetings. So we appreciate very much their time, their input, their energy, and recommendations. But actually, the plan and the effort in the community started many years ago when, as a response to all of the fatalities on Foster, people got together -- the neighborhood, the leaders of the community organizations there, the businesses -- to say something needs to be done. They approached the city, approached the county, and many other organizations to locate funding for safety improvements, and we have done that. And we have the funding to implement most of these recommendations. So a big kudos to those who came before we started the project to allocate and push through this project. I will talk about the last 18 months now. To provide a little project context, a little bit about public involvement, some of the plan recommendations in more graphic form, and also how we went about prioritizing and funding these. So, the historical slide I always like to put in. Foster Road used to be the widest street in the city. This is the remnant of the streetcar era. It used to run and turn at 72nd, then it went to Woodstock. But it left the big street and some remnants of the streetcar era development, particularly around Holgate. In subsequent years, we became an auto-oriented city, and this corridor has become ever since a very auto-oriented, fast-moving street. And being so wide, it's very hard to cross. Our study area goes from Powell, crosses Holgate and 82nd, and it terminates where it joins with Woodstock to create the couplet, Lents. So, the policy context. We did have a plan that was implemented in 2003. It left some recommendations that you see out there, such as median islands, but it hasn't been enough to turn the tide of crashes and fatalities. Since then, we've also had policy changes. The streetcar concept plan called for long-term -- not tomorrow, long-term -- potential streetcar along the corridor. The bicycle plan for 2030 called for bicycle facilities on it. And in 2012, it was designated as a high crash corridor, one of 10 in the city, as the commissioner mentioned. And also we worked with the community to secure \$5.25 million for this, and leveraged another \$2.25 Lents urban renewal and -- that leveraged \$3 million in original funds. [slide on monitor obstructed] And hopefully our friends at Microsoft will let us -- [laughter]

*****: Minimize it.

Leclerc: Minimize it? Beep! Right here? Oh, got it. OK, thank you. Community participation, right? [laughter] Bringing us along here. In terms of land use, we have -- it's a commercial corridor expected to have growth or large sites -- as was discussed on May 28th -- a lot of catalytic sites and beautiful historic buildings. However, its potential has not been met, and actually more than bringing people together, like we would like main street, it's more of a barrier. It's a barrier between the neighborhoods to the north, and to the south, and to the east and west. It's also a barrier for kids getting to school. Here's a map showing the elementary schools in the area, three of which you need

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to cross Foster to access your school. And we heard clearly from parents and people from schools that, you know, Foster is not safe. In terms of conditions, it does have good transit service. We have the Hawthorne line number 14, it's frequent service line. And the cross-section varies to wide to less wide to not so wide. At its widest, in the streetcar era, Foster was 94 feet wide. That allows for wide sidewalks, 18 and a half feet, four travel lanes, parking on both sides, and left over space in the middle -- about four feet. And that from Powell to 72nd Avenue. From 72nd to 80th, approaching 82nd Avenue, the sidewalks narrow to 15, we have four travel lanes, and parking on the south side. On the north, we have what we call part-time parking. That means you can park during off-peak hours, so it says no parking 7:00 to 9:00 -- but actually nobody uses it. It's actually used as a four lane road. In Lents, the same consideration for travel lanes with parking on the south side. But the sidewalks become very substandard, five feet with utilities and poles in the middle. Cycling conditions. People use it. We counted them, but the conditions -- there aren't enough dedicated facilities for them. They ride on the sidewalk, where nobody is parked, or they take a travel lane among fast-moving vehicles. Usually, the speed around here about 38 miles an hour. Main streets usually much lower. The existing conditions in Lents -- as I mentioned -- not good at all. We have five feet, as I mentioned, fast-moving vehicles. The truck in the middle here was going very fast. Leap back when it passes through. And you can see the utilities in the middle -- hydrants and utility poles -- making it not accessible for someone with disabilities to get through, so they don't meet our policy. As the commissioner mentioned, it's one of 10 high-crash corridors. 1200 crashes in the last 10 years. Of them, over 500 crashes involved injuries, eight fatalities, and the speeds are high -- higher than the speed limit. Public involvement. 12 advisory committee meetings, five open houses, 450 people participated. That included some of the houses with FLIP. 20 plus meetings with stakeholders in the area, 500 responses to several surveys -- we had a survey at the end, also in the beginning to set the priorities. 15,000 fliers went twice in the last open houses to houses and businesses, and the last one actually showed the recommendations for the cross-section in the flier itself in many languages. And as the commissioner said, language-specific outreach was done in the beginning, middle -- and in the end we had a special outreach process. And throughout, we had media and block coverage. Several blocks and local media as well as The Oregonian and Tribune. So, the plan recommendations, very briefly. We develop goals, and basically we have -- we'll walk you fast through it -- we had crossing recommendations, cross-section itself, and the tradeoff, transit and streetscape, and then we'll move into funding and limitations. So, crossings. Curb extensions in the west part of Foster, grid comes at an angle leaving a section with Foster wide, encouraging cars to take a fast ride in or fast ride out and making it harder for pedestrians to cross along Foster. So we're tightening them up with curb extensions. Additionally, we're providing six rapid-flash beacons at these location in yellow. And improve -- some of them already have the median, we'll be upgrading them as well as providing rapid-flash beacons. What is that? It's basically technology, when you push the button, it immediately flashes and cars' compliance goes way up, about 80% or higher. It's especially effective at night when people can see you and you can safely cross. They've proven to be very effective. So, those are -- and we have received wide support. The cross section. As you mentioned, on top you have existing -- that I just went through -- and the bottom the recommended. From four lanes, from 52nd to 72nd, we have -- starting about 54th actually -- we have four travel lanes existing, and we're recommending three. One in each direction, plus a center median. And that allows us to provide a safety benefit that I'll be talking about in a little bit, but also providing a buffer bike lane. That is a bike lane plus additional two feet of separation from cars. From 72nd to 80th, we continue the same treatment. We don't quite have the space for a buffer bike lane, but we're providing a standard bike lane of six feet, carrying the three travel lanes and the parking on the south side remains. The parking on the north, which was never used, goes away. And the sidewalks remain at about 15 feet. And then in the Lents area, where the sidewalks are very substandard, you have five feet. We'll be converting the four lanes to three -- two in each direction,

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a center lane again -- providing the six feet on each side for bike lanes. But here, the parking on both sides goes for about four blocks. And then instead, we're able to widen the sidewalk from five to nine. That allows us to get the utilities out of the way and create a clear path for pedestrians and people with disabilities, wheelchair to get through, and provide the bike lane as a buffer between the sidewalk and moving traffic. In this case, nine feet allows us to move the utilities but also to provide small trees. In addition, typically with five feet with redevelopment, we require seven feet of additional property. In this case, because we are widening the sidewalk, the requirement would be three feet. So there's an economic benefit to the redevelopment in this area. We went through -- we developed 20 cross section options, and we vetted them with the community and we developed our criteria. Then, we narrowed it down to four. Then we had our fourth open house, and we asked people to vote. And the fifth one to confirm the recommended. Overall strong support, about 80% in the last open house with the three-lane cross section. Special outreach -- as the commissioner mentioned -- confirmed that the support was higher than 80%, it was almost unanimous when we went out there and met with folks. So, some of the benefits, why are we doing this? The tradeoff, on the benefit side -- it doesn't like me though.

*****: Hit cancel.

Leclerc: Cancel. Thank you. So, the benefits. The clear one is the widening of the sidewalks from five to nine feet and allowing trees and utilities in the Lents area. But also, very important is the elimination of the double threat. The commissioner has spoken about it. Here is a graphic. A national study FHWA, Federal Highways, indicates a 20% decrease in crashes for all the modes -- including vehicles, cars -- from a conversion from four to three lanes. We have higher statistics for Seattle and the city of Portland as well. So basically, what it does is eliminates the chance when you have two lanes of traffic and you have a pedestrian, in this case walking, the first one you can make eye contact and have the car stop. But then the second one doesn't see you, and then it's too late. The second image here, in the driver's view, you are going fine, you don't understand why this car came to a stop. And when you do realize it, it is too late, and there's collision is about to happen. And those are very serious. So, it eliminates the double threat for pedestrians. As well as other benefits. Having a center lane the median island in the middle to be bigger, as well as rear-ends from vehicles. Cars in the inside lane can get out of the way in a center turn lane to make a left turn. Usually the vehicle in front of you stops, wanting to find a gap to make a left, and there are rear-ends. And also lane shifts that occur as people lose patience with the car willing to make a left turn. As well as people from side streets making a left turn, it's harder. You have several lanes to get out. Here, you have fewer lanes to get out and a space in the middle to station as you make your way to stage left. Cyclists. The benefit would be continuous bicycle lanes from Lents Town Center, 90th to the upcoming 50s bikeway. They're being built right now at 52nd, and that generates about 3000 riders every day by 2035 based on a Metro model. Traffic impact. As the commissioner explained, we are limiting the capacity. So throughout most of the day, on weekends though, when traffic is not very high, there would not be changes in traffic pattern. During the peak time, some of the traffic will divert. During the p.m. peak, which is the heaviest traffic on the weekday, up to 30% of the traffic and people find other arterials. What are those? In this case, we have the benefit of a well-connected arterial network. So some of the traffic will go to Powell, 82nd, as well as Holgate, and find its way -- this is traffic primarily in this area adjacent to Foster and the Foster-Powell. Basically, people are shifting their patterns. If they used to come from Foster, now they come from Powell, that sort of thing. We have the benefit of the arterial network but also we have the benefit of a broken up local street network. So it will be hard for people to find a local route to save time here. Not only is it broken, but you have several stop signs and things that would prevent people from doing that.

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Novick: Mauricio, just to clarify, when you say we have the benefit of a broken local street network, that means that you don't expect cars to start zipping through the side streets at high speeds because it's really impossible to do so.

Leclerc: Correct. Usually, it's a negative, but in this case it is a positive. Usually, we want a well-connected grid, and we have it through much of Portland, and that's what makes the system behave more efficiently. In this case, it helps with diversion. So for those who stay on Foster, our model indicates an additional three minutes of travel time to cross the entire corridor. Not everybody does that -- two-thirds don't. So the average travel time is about two minutes. Something to note is that usually when we do transit projects, now we can project to the future and the model allows us to do that. So we can project by 2035, with four lanes, and the growth in the region, the growth in the corridor, traffic would just get heavier on a four-lane road so by 2035, the seven minutes that it takes to travel the corridor would increase to nine naturally. So, the three minutes would actually become one minute when you compare it to a three lane in the future, which pretty much caps the capacity and doesn't allow it to grow. So, three minutes through the corridor and then short-term, two minutes on average -- but compared to a build in the future, it's about one minute. Now moving to transit. We work with TriMet and the community to identify locations to provide new and updated shelters as well as align the stops with the specific crossings that we talked about. Transit streetscape. We're recommending in some areas such as the Foster and Holgate, and also in the part of Lents, ornamental lights. In this case, along Exit 40. It's a historic light that complements what we just put in Lents Town Center. The area has potential for a lot of trees. There are very few, about one per block. So we are recommending lots more trees. There's high voltage lines around the south side, so we cannot quite take advantage of the wide sidewalks in the south side. But on the north side, we're recommending a large canopy. The final slide, I believe: privatization and funding. The plan overall received strong support from the community. The plan elements add up to more than the awarded funds -- the five and a quarter million -- but come close. There are some long-term items at 82nd and others that I think we need to wait for -- or, wait for funding. But we come very close. The last exercise we have with the public, and we also asked them [indistinguishable] was to prioritize how we spend the \$5.25 million. The priority was for safety and improvements on the whole stretch from Powell to Lents, and the priority be for the crossing and cross section and cross section that comes with the wider sidewalks. And that's what is in the plan. OK. Thank you.

Novick: Thank you.

Hales: Questions?

Fritz: Is there any potential for undergrounding utilities?

Leclerc: In the Lents area, potentially where we widen the sidewalk, we may have a discussion with the utility company and also determine what the costs would be. We'll be certainly moving the poles and things out of the way. So it's the best opportunity that we have to explore that. It hasn't been [indistinguishable] at it that way.

Fritz: When you said -- the picture with the ornamental lights, it would look better without the pole there as well. And also thinking, we passed the Google franchise this morning and wondering if we can coordinate with Google while we're doing these great improvements to do those at the same time if they're at that stage.

Hales: Even if we don't put everything in the street, you might want to put conduit in the street.

Fritz: Isn't that our policy to put conduit in the street anyway, just in case?

Hales: I don't know if we always do that.

Pearce: Not always. It depends on the district.

Saltzman: I was wondering about elimination of on-street parking in the Lents Town Center and how that may affect the hopes and aspirations for more commercial development in Lents Town Center.

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Leclerc: Yeah. On the one side, if there is a redevelopment, there is more land for redevelopment. But also we walked and drove the area on many occasions, and it's actually quite underutilized. First of all, there's only parking on the four blocks, there's parking on the south side. And all retailers there have off-street parking. And we always counted about two cars parked in the four-block stretch. So there is off-street parking as well as parking on the side streets. So we think in this case, like the commissioner was saying, tradeoff -- I think the benefit of a much safer and actually accessible sidewalk with trees and utilities are a way that potential negative effects of parking that can be mitigated on the side streets and also off-street.

Saltzman: OK, thank you.

Novick: Any more questions?

Hales: Thank you all.

Novick: Thank you.

Hales: Other folks you were going to call, Commissioner?

Novick: Yes, we have four invited guests. Maybe we could squeeze everybody up at once. Nancy Chapin, representing the Foster Area Business Association; Christian Smith, representing the Foster-Powell neighborhood association; Bob Kellett, neighborhood planning program manager representing Southeast Uplift; and Luke Bonham, representing Rose CDC. Welcome.

Hales: Who's on first? Nancy, I think you are.

Nancy Chapin: I guess so. Well, Mayor Hales and Commissioners, I'm Nancy Chapin, representing the Foster Area Business Association and my business, TSG Services, which has been located a half block off of Foster Road in the Mt. Scott-Arleta neighborhood since 2005. And I also started staffing the business association in '96 and was involved in the development of the original Foster streetscape plan approved in 2003. It's been my pleasure over the years to learn the history of Foster Road and its use as the path from Damascus through Lents to SE 49th, where it disappears without a trace. But there's a lot happening between SE 49th and Damascus. However -- especially -- there has been change, growth, improvements, and excitement in the area known as Lents. For several years after I-205 was built, Lents was ignored, divided in half, and left to deteriorate. But not anymore. A group of residents and businesses from Lents and nearby -- Ken Turner from Eastport Plaza was at the table from day one -- and they started the ball rolling. And they and more residents and business people have spent countless hours working, planning, building Lents with PDC, the City, Rose CDC, and many others. They have created a place that deserves to have the road running through it be safe, walkable, and a beautiful gateway to this rebuilt and much cared-for area in southeast Portland. Their dreams have brought a community to life, and a pride in being Lents-grown. The international farmers market and the new businesses in Lents and all along Foster Road deserve the Foster Road envisioned in the plan before you. And they need it now. The neighbors who live in Foster-Powell, Mt Scott-Arleta, and Creston-Kenilworth need it now. Foster Road is their main street. Their friends and customers need it now. Even those who commute through it need it now. Because if they are slowed down and see all that Foster Road and its businesses have to offer, they will stop and shop for their necessities, enjoy food and entertainment, too, and help with economic growth that we're all looking forward to. Sincerely, as a business owner on Foster Road who assisted with the Foster target area project in 1988 through 2001 and Foster Area Business Association since 1996, and in the start of the signature event on Foster -- the eighth annual is on September 27th this year, so get it on your calendars -- and on the advisory committee that worked together over a year and a half to approve this plan, I urge you to pass it and fund it to the fullest extent possible as rapidly as possible. We not only recognize Foster as a long road, but also as well worth being able to travel on safely by foot, bicycles, transit, and other motor vehicles, giving your favorite businesses on Foster -- as well as in Lents -- the chance to embrace the many opportunities the changes spoken to in this plan will offer the entire community. Mayor Hales, Commissioners, it's time to accept this plan again in its updated state and to commit the funding available for it now.

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Find the time to take to complete it and to celebrate the entire project of making Foster Road a safe, welcoming artery with services, products, entertainment, gathering places, and the needs of our neighbors, business owners, and friends being met along the way as long as well as in the spiffed up and welcoming Lents.

Hales: Thank you. Good afternoon.

Christian Smith: Hello everybody. My name is Christian Smith. I've had the privilege of spending the last nine years on the board of directors of the Foster-Powell neighborhood association, where I've spent a great deal of my time and energy trying to make Foster Road a more livable street. I want to take a second to acknowledge the hard work of everyone in the community who spent and done and invested in this over so many years, and I want to give a special mention to two people, Erica Bjerning and Tracy Grotto, who weren't able to be here today, but without whose tireless advocacy and dedication to the project we might not be where we are today. Also, I think it's definitely fair to acknowledge the controversy about this project, specifically for our neighbors who concerned about longer commute times. But it's important to remember the original streetscape plan, adopted in 2003, actually did call for lowering traffic speeds on Foster Road. So slowing down traffic on Foster has been part of city policy for over a decade, but it's just been trying to figure out how we get there. I think the original project was going to cost around \$10 million, and we've got about half of that to spend. So, it wasn't nearly enough to go with any of the original recommendations. Things started to come to a boil a few years ago. We had a rash of pedestrian fatalities on Foster Road. And out of that turmoil, that's where the idea came to reconfigure the lanes into the three lane idea. At first this came out and people looked at it as a -- like how to get the most bang for the bucks, since street paint is cheaper than traffic signals and curb extensions. But we did more outreach and engineering studies and looked at it more, and it turns out the revised plan is even better than the original. Because not only does the new lane configuration accomplish the original goals of slowing traffic down, it makes Foster even safer for pedestrians, safer for cars -- especially when you're turning left on to Foster -- and it adds the bike facilities that were glaringly absent from the original plan. In short, the revised plan as it is generally improves on the old plan, but does so at a significant savings. One last thing I kind of wanted to mention was the funding. We have about \$5.25 million to spend. Some of the sidewalks, as you saw on the PowerPoint, used to be so bad that you literally almost can't walk down them. So that's going to take up almost a third of the budget, just for a four to five block stretch. So that's the way it is. But that means with the remaining two-thirds of the budget have to be stretched out over the remaining 34 blocks. So one last thing that I would like to advocate here for, besides a yes vote, obviously, would be to say if any additional funding comes available for the Lents URA, to please, please, please scrape together anything that might help finish whatever projects end up getting dropped off because of the funding constructions. That's all I have got. I want to thank all of you again for everything that you have done, and all of you who have helped us out through the years, and supported us, and for bringing for a vote. And I especially thank everybody who showed up today to give us support. And, next.
[laughter]

Hales: Thank you.

Bob Kellett: Mayor Hales, members of the city council, my name is Bob Kellett, I'm the neighborhood planning program manager at Southeast Uplift. And I'm here to let you know that the Southeast Uplift neighborhood land use and transportation committee voted at its May meeting to endorse the Foster Transportation and Streetscape Plan. As you all know, our district coalitions is made up of 20 neighborhoods, three of which -- including Christian's -- abut Foster Road, SE Foster. This is a very important road for the people who live, work, get around in our coalition. We recognize the important role that a safe, vibrant, and attractive Foster Road will play in our neighborhood in our coalition and in our city. This plan, we believe, will improve the safety for all road users, lay the groundwork for much-needed economic activity, and enhance the livability for

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the adjacent neighborhoods as well as neighborhoods afar. We want to thank you for the opportunity working together to make Portland a safer and better place to get around, live, work, and play. Also want to thank Mauricio and his team for engaging us through the stakeholder advisory committee and many outreach meetings. Thank you.

Hales: Thank you.

Luke Bonham: Hello, my name's Luke Bonham. I live in the Lents neighborhood, but I also work for Rose Community Development. Rose CDC is a neighborhood organization that's been in outer southeast for 22 years. We own and maintain a lot of housing along the Foster corridor, specifically, east of 72nd. So what we want to add to what everybody has said is just we definitely support the priority of pedestrian safety. We're tired of seeing vigils happen for people that die crossing Foster and other busy streets in southeast and east Portland. And we also really would love to see the business corridor thrive, and I think right now, there's such a barrier to people crossing and walking down Foster that that's holding the business area back as well. We did some outreach at our housing, which houses low income families, and we heard sort of echoed the need for good walkability to get to schools and to get across the streets, as well as it's just the place where people live and they want it to be nice. And if they live along Foster Road, there are some challenges to just the neighborhood livability. So, we especially want children, those were disabilities, seniors, to have what they need to get across the road, and to work and play and live happily in that area. We see the benefits of similar improvements from the four to three lanes, like on Holgate as well as Glisan -- and those maybe don't see as much traffic, but really see the benefit of the center turn lane that makes it a lot easier. I use the beacon crossings on Foster, so I would love to see more of those go in. Because it really makes you more visible. Also as a bike rider and driver, I think getting through the area is important and I think we support this improvement because it hits all of those goals. And we'd love to see continued improvement to our east and southeast neighborhoods to address these safety concerns on busy streets and dangerous intersections. So, thanks for putting your time and energy and money into those projects.

Hales: Thank you. Thank you all.

Fritz: I just want to thank you all for your enduring work on this over many decades, and especially over the last 10 years. It's proof that if you do keep sticking with something and you look at the plan before and improve it, that good things are going to happen. It's great that we've got about half of the funding that we need. At least we know we're going to do something. I just encourage you all to continue engaging in our processes, and in particular, Commissioner Novick's discussion about how we pay for street and safety improvements all over the city. I think Foster-Powell is a place that needs safety improvements and also a fairly low income neighborhood surrounding it that can't afford to pay all that much. But I know that you've proven with your donations of time that you're willing to engage in helping us figure out how we provide that extra piece of funding for what we can't get federal, Metro, state money for. Thank you very much. Oh, and Fun with Foster is on my calendar. [laughter]

Hales: Thank you. OK. Any other invited speakers?

Novick: No.

Hales: OK, then let's turn to the sign-up sheet, Karla.

Moore-Love: We have 21 people signed up. First three, please come on up.

Hales: Good afternoon, welcome.

Carol Specht: Thank you. It has been an experience being here.

Hales: Just give us your name for the record.

C. Specht: Alrighty. I'm Carol Specht. I'm on the opposition. I agree with the following definition from Wikipedia. Foster Road is a major transportation artery, giving needed automobiles access to the city center or the interstate. The road is home to frequent service TriMet bus lines. Taking away driving lanes will affect too many drivers, even in the outlying areas, not just now, but in the future.

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Using Powell as a substitute for accessing the interstate is not desirable, as cars are backed up there as it is. In the Mercury bike issue June 2014, Rex Burkholder bicyclist thinks that the city should be focusing on improving its busiest corridors, as he wants to get to the pub or his work fast. Don't we share that goal of getting to our destinations as efficiently as possible? My husband and I use Foster Road frequently. In two-lane traffic, getting stuck behind unfocused drivers makes traveling difficult. Trying to make up for lost time causes traffic violations and hazards. The blinking lights and crosswalk at 80th and Foster Road has improved safety for pedestrians. We don't hear of the accidents there like we previously did. Establishing bike lanes in the city's busiest commercial roads is a harder fix. However, commercial roads need to accommodate their traffic load. Closing one's eyes to that fact hurts the city a lot. Making driving burdensome so more of us will take to bikes has caused a backlash against the city planners and bike coalition. In speaking to my neighbors in the 45th and Holgate area about the Foster streetscape plan, they have expressed opposition to this plan, as well as anger about pro-bike changes that have quote, unquote, messed up other areas. At an open house -- which I certainly have been aware of -- you know, I never got any notice about anything that this was going on, even though I live in the neighborhood -- two folks voiced strong opposition to the proposed plan, and one stated that he preferred the status quo, as referenced in the b magazine. Lately, I drive on Foster with a sinking feeling that a mistake could take place. I invite the commissioners and mayor to drive the 40-block stretch and decide if they would want the proposed changes on their regularly-traveled route. And I'm not sure how much money will be involved in this, but it seems like there's a lot of us that would like to see the money spent a different way. Other city issues -- yeah, so, my idea is that I don't want the plan to go ahead.

Hales: OK, thank you.

C. Specht: And thanks for your efforts on behalf of the city.

Hales: Thank you. Good afternoon.

Dave Specht: Good afternoon, I'm Dave Specht and I live in the Creston neighborhood at 4320 SE 45th Avenue. Considerations against the Foster streetscape plan. The massive changes proposed need more than special interest group affirmation, which has not been properly undertaken during the planning stages. Already in 1974, when I moved to Portland, Foster Road was four lanes wide and had heavy commuter traffic to and from downtown Portland. Traffic has increased and not abated since opening I-205, and the incomplete widening of both Powell and Sunnyside roads. In addition to the bus traffic Foster Road already had and still has, it now supports major I-205 on ramps and off ramps. Instead of undertaking the great expense of expanding the already generous sidewalks with planters and trees, adding bike lanes and reducing automobile lanes from four to two, the much less expensive alternative is to keep the four lanes and make the left-hand turn lane completely continuous, either by eliminating parking entirely, and/or by selectively removing portions of sidewalks. The proper way that accounts for the uneven passageway of Foster -- as you drive through, it's not the same width all of the way along. The proper way to improve pedestrian safety is to limit crossing to selected suitably-spaced intersections with marked crosswalks and to eliminate crossing at unsuitably placed intersections by installing crossing prohibited signs. This would be an absolute necessity if efficient streetcars were put in place. Streetcars are much preferable to bicycles. Too much has been said about making Portland the bike capital of the nation, and not enough has been said about its impracticalities. Portland has one of the worst climates for this goal. The majority of the time, it is raining. Twice I have been rained on in the middle of a 50-mile bike ride on Springwater trail. Eight laps on the highway-grade paved Gresham segment with my racing bike. My entire backside was coated with mud sprayed up by the rear wheel from water on the trail. Imagine this occurrence if I were riding to and from work in my business suit. Also imagine trying to carry \$100 worth of groceries home on my bike. In conclusion, Portland needs to stop impeding traffic flows by creating bottle necks like the Foster street plan.

Hales: Thank you. Good afternoon.

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Sarah Iannarone: Good afternoon, Mayor and Commissioners. Thank you for your time and your efforts on our behalf. My name is Sarah Iannarone, I am a small business owner in the Mt. Scott-Arleta neighborhood and also a homeowner there. Today, I want to thank you for the investment, public investments you have made in the neighborhood so far. We're particularly excited to welcome our new neighbors at the Portland Mercado, which is my neighbor down the street from my restaurant there. The plan I have before you today the result of a conversation that has been going on from neighbors for over a decade, as Nancy pointed out. In that time since we started the discussion, Portland has grown and thrived. We've continue to urbanize, especially to the south and to the east, and many of the benefits of that growth have accrued in the urban core and have not been realized at the edge of the city. Many people would argue that Foster Road is a good example of this. I personally invested my money and my energy in that neighborhood because I saw Foster Road and that corridor as a bridge between the center of the city and the outlying areas. I think that the changes that we make on Foster Road will be indicative of how we continue to treat commercial corridors outside the center city, and we can use it as an example of best practices of how we are going to continue to make neighborhoods commercially viable and at the same time safe for bicyclists, motorists, and pedestrians -- and I hope streetcar on Foster Road, I think that would be really cool. So your approval of the three lane option with bicycle lanes says to the people of my community that you share our vision for the future. We're moving away from a carbon intensive city. Our activities are changing. We need you to support our climate action plans. This plan is in line with the climate action plan. Efficient stormwater management and good air quality -- the trees are very important to the health and livability of our city. It also means you share a vision of quality compact growth. The attractive amenities are not reserved for neighborhoods like the Pearl District. Neighborhoods like Foster Road, Division, Mississippi, N Williams, Glisan, have all have benefited from improvements to the streetscape. Finally, and most importantly, your approval of this plan means you share our vision for an equitable city so that the benefits are spread equally, and that a livable Portland includes east Portland. Thank you.

Hales: Thank you.

Fish: What's the name of your restaurant?

Iannarone: The Arleta Library Cafe, and it's amazing. Go eat there. [laughter]

Hales: It is a great place. Thank you very much. Next three, please. Good afternoon.

John Mulvey: Good afternoon, Mayor Hales, members of the council. My name is John Mulvey, I am a long-time resident of southeast Portland. I've been engaged with advocating for safety improvements on Foster for about eight years now. That includes four years as a member of the Lents Urban Renewal Advisory committee. Mauricio and Nancy and some of the others talked about some of the things that have taken place before this planning process started about two years ago. And so I wanted to flesh that out a little bit for you. Foster Road has been a dangerous street for a long time now. In 2002, 2003, a group of citizens got together to try to do something about the problems with pedestrian safety. They created the Foster streetscape plan for this 30-block, two plus mile area of Foster Road. The plan was adopted by the council in 2003. And at that time, many of us took that as a promise by the city to address safety and livability issues in the Foster area. Unfortunately, the council never identified funding for the project, and the plan language stood on the shelf for most of the next decade. During this time, traffic volumes continued to climb, and close calls against vulnerable road users multiplied. What was once a country road evolved into a de facto highway, as growth in areas like Damascus and Happy Valley led to more and more commuters coming to the major employers, like OHSU. City data has shown that between 2000 and 2009, there were more than 1200 crashes and eight fatalities on Foster Road. One city study -- this was the high-crash corridor study -- reached the finding that the incident of crashes caused by drivers disregarding traffic signals was about 60% higher than the citywide average. So we know there's an infrastructure problem specifically on Foster Road. People in the area who've been frustrated by

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these delays fortunately didn't wait for action on the city's part and sort of took it upon themselves. One result of that was an extended process of participation in the Lents urban renewal area. We were able to secure \$2 million. Unfortunately, as that process went on, the fatalities continued, and there was one stretch of time between August 2009 and January 2012 when four pedestrians were killed. So this is ongoing, as the negotiations with PDC and the city are taking place. This has been a phenomenally inclusive process. [beeping] And so I'll wrap up there. But I did want to remind you that this is possibly the most inclusive transportation planning process that's ever been in the city, at least in recent memory. It's gone on over 10 years. There have been mailings, there have been open houses, etc. So, it's sort of hard to fathom that anyone has not heard about this at this point. So, I'll leave it there. Thank you very much.

Hales: Thank you. Good afternoon.

Meghan Humphreys: Good afternoon. My name is Meghan Humphreys, I'm a resident of Mt. Scott-Arleta neighborhood and also on board of the Mt. Scott-Arleta neighborhood association for the past five years. I just want to thank you, first of all, for taking action on the Foster streetscape plan today. This has been a project that's been more than 10 years in the making, as many people have said. In the 12 years I've lived in the neighborhood, I've had to live with Foster Road and the safety issues that will be fixed by this plan -- or will be greatly improved. Because of this, I'm really anxious to see the three-lane option with the bike lanes and sidewalk improvements built as soon as possible. As a board member of the neighborhood association, I've heard for months and years firsthand the desire of my neighbors for Foster Road to be improved. We want to be able to cross Foster without feeling like our lives are at risk when we go to have breakfast. We want to go a whole year without mourning the loss of one of neighbors crossing the street. I don't want to go to any more vigils in the coming years. We want our neighborhood to be more livable, and we want Foster Road businesses to benefit from increased foot and bike traffic. We want the positive things that are already planned for Foster like the Portland Mercado, the Foster arts center, the 50s bikeway to be able to grow and thrive and spur more improvements. And I, like many of us here today, have obviously volunteered a lot of hours to help craft and update the streetscape plan. We did this work because we need a complete street. We need one that is going to provide a safe environment for all modes of travel, for people of all ages and abilities, that's going to spur economic vitality and make a vibrant Foster Road possible. I urge you to please vote yes today to make that happen. Thank you.

Hales: Thank you. Good afternoon.

Li Alligood: Good afternoon, Mayor Hales and councilmembers. My name is Li Alligood, I'm the chair of the Foster-Powell neighborhood association, and I'm here on behalf of the neighborhood association in support of this plan. The plan has been recommended by the advisory group. There have been hundreds of hours dedicated to considering the implications of this plan. I want to thank that group for their work. As a resident of the Foster-Powell neighborhood for the last 10 years or so, I've been eagerly waiting for this moment from when the plan would actually move from the planning stage to actually implementation. And I imagine Mauricio is pretty excited to see that happen as well, and I want to thank him for his work on this project. I won't restate any of the things that have been said already, other than to say I agree with them and that again, neighborhood association wholeheartedly supports the adoption of this plan.

Hales: Thank you. Questions? Thank you all. Next three please. Welcome.

Laurel Newton: Hi, my name is Laurel Newton, and I'm here in support of the streetscape plan. I live near the intersection of Foster and Powell, and I walk and drive and bike in the area. But that's not why I'm here. I'm here as the shop manager of Sock Dreams, where Lindsay Leonard worked before she and her roommate Jess were hit by a car and killed crossing Foster in a crosswalk across from Fred Meyer. This was an example of the double threat situation. Lindsay was 23, and a recent graduate of Reed College, and she was just beginning to figure out what she wanted to be. Two nights before she died, we had a grand opening party at the then-new Sock Dreams shop in

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Sellwood, and it was a costume party. And she came wearing an amazing headdress -- she was dressed up as Robin Goodfellow from *A Midsummer Night's Dream*. I'm really glad that was the last time I saw her in that costume, because she really exemplifies that character. She was really smart and funny, and a fierce, fabulous lady, and she's missed. I had reservations about coming here and presuming to be a representative for Lindsay and her family and the people who loved her, because I only knew her for a year. But she was my friend, and her death was a real shock and a tragedy for her family, continues to be a tragedy for us, her co-workers, and honestly for the whole community for not getting to know what she was going to be. I'm here to talk about Lindsay because unfortunately her death reinforced the need for changes on Foster. She shouldn't have to be a symbol for change, a symbol for the necessity of safe streets. She should be going to graduate school, or still putting it off -- not representing how the basic safety of people walking and going to the grocery store is something that needs to be a priority. Of course, the places where people shop and work and live should be safe to walk. Of course people shouldn't have to worry about dying when they pop out to grab salad dressing at the store. Basically, I'm sad that Lindsay has become a symbol for the tragedy that occurs when streets and stores and communities are hastily planned around the convenience of car travel and not for the people inside those cars or outside of those cars. I'm sad that Lindsay, my coworker and friend, is a symbol for the necessity of improvements and not still alive. Thank you for listening.

Hales: Thank you.

Steph Routh: My name is Steph Routh. I live on 85th between Holgate and Foster, and I'm here to support the Foster streetscape plan. A few years ago, when I was executive director of Oregon Walks, we had a number of crosswalk safety education actions in partnership with the Portland Police Bureau and Portland Bureau of Transportation, and one of those was on Foster for the same reasons that John had mentioned earlier about lack of compliance. And so we did it on the marked crosswalk. And even as we were setting it up -- because we had two different signs, one please stop for people, and the other was a big thank you. The idea was like, I would walk across -- the idea of reminding people of Oregon's crosswalk law, and then when people actually complied, they got a big old thank you as immediate gratification. Even before we set-up, when people were walking kids to the Y Arts building, they were like, what are you doing? We would tell them. And they were high-fiving and like, thank you so much for doing this because we feel unsafe. During the two hours, I figured we might get, you know, a few negative reactions. It was so much fun. I got high-fives from drivers, like a couple of them were ill-advised, but you know, you don't want to be rude. [laughter] And what I learned from that and from a few others is that crossings can be fun and awesome and a place for people -- regardless of your road -- to really connect and to respect each other. And one thing that I think the Foster streetscape plan can do by eliminating multiple threat that Laurel was talking about and increasing crossing improvements is really creating a more connected, fun, awesome, neighborhood that people love to live in. And also, I learned that education isn't enough. That we need better infrastructure, we need those sidewalks. I was going on a date last night, we were going to 92nd and Foster. And my date and I ended up having to go single file, which isn't fun. [laughter] So, please make my dates more fun. Thank you very much for your efforts.

Hales: Thank you.

Angela Cortal: Hello. My name is Angela Cortal, and I am a homeowner in Lents. I'm also a business owner in the Foster-Powell area. My family first moved to Foster-Powell in 1983. And so I've been around for a while there and love the area, I'm very invested in the area. I'm also on the co-chair position of the Foster-Powell neighborhood association. I'm very much invested in the improvement, community, and just making overall a better place for all of us to live, recreate, work, whatever we're doing there. Over the decades, it has become a little better to get around on foot. I definitely appreciate the rapid flash beacons and think there's definitely much more room for

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improvement there, as many others have mentioned. There is still the -- even over time, maybe a less amount of safety for bicyclists getting around as more cars get on the road as the years have gone by. I have a two-mile commute and I have never used Foster on a bicycle. I won't do it. If I have to go two miles diagonal instead I will go almost four through the side streets to get around. And many others do, too. It also just inhibits that access. And being up and down the road on foot and bicycle encourages the visibility for my business and other businesses around to be a welcoming and inviting place. But change can be hard to the area. It can be inconvenient. Not everyone is going to agree, but I -- and I'm sure as you can see with great many others -- agree that we want to be able to safely use and recreate and patronize the businesses and community centers around the area. And I want the same for everyone else around. I want us to be able to use the neighborhoods to their full potential instead of living more out of a place of fear and protection and I'm just not going to do that because it is not safe to go there in that route. So, this plan is worth it. I believe it's worth investing in, and I think a lot of people think it is worth investing in also. Thank you.

Fish: What's your business?

Cortal: I'm a naturopathic doctor. I work at Apex Wellness Center.

Hales: Thank you all. Good afternoon. Who would like to be first?

Nick Falbo: I'll go first. My name is Nick Falbo, my house is just a few blocks from 82nd and Foster Road -- so my household is really affected by the changes that are going to come to this corridor -- and I sat on these advisory committee for this project for the last year and a half. So, 11 years ago, my neighbors came to this very room and asked for a safer Foster Road. They made this 2003 Foster streetscape plan. The original plan envisioned a human scaled street with trees, pedestrian lights, safe crossings. It specifically all for slowing traffic on the street and included the possibility of adding bicycle lanes to Foster. That original plan was passed with unanimous support of all five councilmembers, but it was never fully implemented. So we're here today with version two of this plan asking again for the same things. I'm going to talk about two of the major differences between the old plan that was passed and new plan that's being proposed today. It's the reconfiguration of the travel lanes and the new sidewalks in Lents. It's really easy to turn this road reconfiguration into a sort of cars versus bike discussion. But really, it's not just about the bike lanes, it's about everything else you get when you go from four lanes to three lanes. When you go from four lanes to three lanes, the road is instantly safer. Cars can no longer dangerously speed, as they are slowed and paced by all the traffic going evenly ahead of them. When you go from four lanes to three lanes, the road is instantly easier to cross. Pedestrians have to cross 20 fewer feet of threatening traffic. When you go from four lanes to three lanes, it's instantly easier for drivers to stop for people crossing the street. All four lane streets suffer from something called the double threat, which you've heard about today. This is a real, deadly problem and the reconfiguration is a real, permanent solution. And these benefits don't just improve a couple of spots here or there, like key crossing areas. When you go from four lanes to three lanes, it affects every inch, every crossing, every neighborhood that it touches. The second major change in the plan has to do with sidewalks. Foster is known for having wide Paris-inspired sidewalks and to the west of the corridor, they are very wide, they are 17 feet. But they go down to five feet east of 82nd. It's shocking. It really is. I have done that single-file date night walk down to 92nd myself. It's not possible for two neighbors to walk side-by-side on that. And when there is a fast-moving truck nearby, it's harrowing. The 2003 plan actually ignored this problem, it sort of waved it away and said in the future, development will happen, and we're going to get bigger sidewalks. But that development has never come, and the sidewalks have never come with it. And so it is still a very dangerous situation. This time around, PBOT and the committee acknowledged the issue of the inadequate sidewalks, and they are dedicating a significant portion of funds from this project to fixing that problem. And they're going to get upgraded to something that can support trees, and support businesses, and support

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communities. And so for the first time in a long time, Foster Road has a chance to become a street that connects people and connects neighborhoods, rather than one that divides them. Thank you.

Hales: Thank you. Welcome.

Malia Sajko: My name is Malia Sajko, hello. And I just want to say thanks for listening to us. Actually, the first time I came here was last week, and it's very cool to see all of these people that I voted for sitting here and listening to me for a few minutes. So, anyway, I have lived in Oregon my whole life. We bought a home in Foster-Powell about two years ago. And I went to the national night out at our park, and they had a booth set up about this plan, and so we learned about it. And my son is four, but he will go to Arleta School, and it's a K through 8 school, so we will have to cross Foster every day. And it's like running for your life at 67th. There's only one light. So there's no way I'm going to be able to let him cross on his own. He's going to always have to be with someone, which is not the end of the world, but. We can't shop any of the businesses on Foster because they're difficult to get to. The only coffee shop is across Foster, and so it takes a whole lot of work to get over there. I think that the businesses in the neighborhood deserve to have traffic slowed down. We have the infrastructure for really some great businesses and community there, and I'm in favor of this. Thank you.

Hales: Thank you. Welcome.

Dan Campbell: Good afternoon. I'm Dan Campbell, I'm the Foster-Powell transportation chair. And I'm also here to represent Oregon Walks, which supports the recommended streetscape. I am substituting for Katherine Doherty, who spent a lot of time on the stakeholder advisory. I want to thank Mauricio and the PBOT staff for all their hard work. They've done an amazing job in outreach and really hearing our needs. But today, I am going to do my best as a parent to represent families that live along Foster corridor. Along Foster Road, the neighborhoods are quickly become populated with young families, which many of them send their children across the high-crash corridor to get to the school. As a parent, it is extremely stressful crossing Foster Road to get to our neighborhood coffee shop or school. Many parents share the sentiment, as you can see. Foster Road acts like a highway for vehicles passing through. I recognize that by changing the cross section, it is going to have an impact on the neighborhoods to the east and west. I understand their frustrations. However, that impact should not impede action towards making Foster Road safer and more livable. Just like I want safe livable conditions in our neighborhood, I want the same for their neighborhoods, too. Just like I want safe, livable conditions in my neighborhood, I want the same for their neighborhoods, too. I worked at David Douglas, where a five-year-old died -- while I was working there -- crossing the street to school. Let's not have that happen anymore to any of our neighborhoods in Portland, and to prevent more deaths from occurring on Foster Road simply by reducing the travel lanes. Thanks.

Hales: Thank you. Thank you all.

Craig Beebe: Hi, good afternoon. My name is Craig Beebe and I'm a resident of the Woodstock neighborhood, 60th and Reed Way. You've seen me as a representative of City Club, but today, I'm here just as a resident of southeast Portland who's lived in the vicinity of Foster Road for about four years. But my first experience of Foster road was 11 years ago, when I was a freshman at Lewis and Clark. I had an assignment for a professor to go explore a new part of city, and so I rode the 14 bus out as far as it went to Foster and 92nd, and I walked back downtown. And I remember thinking as I trudged up Foster, had Portland forgotten about this place? The vastness of the roads, the speed of the traffic, the sense of desolation and danger was so unlike the rest of city I was falling in love with. And little did I know they had just adopted a streetscape plan to approve it. Over a decade later, I could see that I was wrong, I could see that things were changing in the neighborhood. So many good people -- we've heard from some of them today: entrepreneurs, immigrants, new homebuyers, and long-time residents. There's so much that's exciting that's happening. New restaurants and shops, community spaces like the Bobwhite Theatre, the Lents Farmer's Market, and

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I'm very excited about the Portland Mercado. And yet, Foster Road remains largely the same today. A wall of noise and danger cutting into the heart of the communities and holding them back. The decision before you is an opportunity to do what we should have done a long time ago for Foster. It's a change that will encourage new investment and save lives. It's a change, as Nick Falbo said, to help ensure this highway -- which currently divides communities -- instead becomes a street that serves and connects them. Last Sunday evening, I stood at Foster and 54th. This is the corner where Meiyong Lui and her eight-year-old son Jin were killed in 2004 trying to cross Foster. It looks the same today. I had carry-out from Foster Burger to bring home from dinner, and I parked my car on the other side of Foster. Even with the light traffic of dusk on a Sunday evening in the summertime, I had to look, and look twice, and look three times to be sure that it was safe to dash across the highway's four-wide lanes. It's time to make sure that Foster Road is a street that doesn't force life and death decisions on people who are just trying to bring dinner home, or trying to get to the bus stop, or trying to get to school. I have a four-month-old son. In another 10 years, when we go to the Portland Mercado or any one of the number of businesses that I hope will be lining Foster, I hope he can't even imagine how dangerous, wide, and unhealthy Foster Road was today. I hope he won't even believe me that it ever looked like it does now, like it has for too long. I urge you to adopt and fund the streetscape plan now before you. Thank you so much.

Hales: Thank you.

Matthew Micetic: My name is Matthew Micetic, I own Red Castle Games on Foster Road and I'm also part of the board of the Foster Area Business Association. We've heard multiple reasons why this is good for the business district, so I'm just going to pass over those and talk about other priorities. I want to talk on each of your priorities as commissioners and Mayor. Commissioner Novick, I know you want to see kids get to school safer, and this plan accomplishes that by getting more crosswalks, more rapid flash beacons, more ways that parents can safely let their kids go to school accompanied, or unaccompanied. Commissioner Fritz, I know from your talk at Venture Portland yesterday you're very invested in the parks, and Laurelwood Park is a park that doesn't get used much. It's not easy to get to, it's not that pleasant with traffic flowing by at high speed. This plan instantly addresses a priority of yours of making the park more usable, more user-friendly, and more accessible. Commissioner Fish, I know you also work with Venture Portland, and I know you care about the business community. And I can stand here as a business owner, as well as a member of the Foster Area Business Association, and tell you that the consensus is that this plan is good for business. It makes it more visible to cars going slower, it makes it more accessible to pedestrians and cyclists. Mayor Hales, I know you're going after the transportation network. And this is an immediate project that we can address now and not kick the buck down the road. It features so many great features, whether it be livability or just putting a turn lane in so that cars aren't waiting for left-hand turn -- it addresses it -- or the tricky Foster Holgate turn. And Commissioner Saltzman, I can't say I'm too familiar with you, but I know you said last week during the street fee that you have been on the council for 16 years and you want to continue to be on the council, and this is not a controversial topic. If you look at all of the green stickers in the room, the majority supports this. This is a safe vote. And I just want to encourage all of you -- [laughter]

Hales: Not that he needs that now --

Fish: Unless there's a recall.

Micetic: [laughs] I just want to encourage all of you to support this wonderful project. Thank you for your time.

Hales: Thank you.

Seth Richardson: I'm Seth Richardson, I live in the Foster-Powell neighborhood, and I have a small business on Foster Road, Meticon Bikes, and I'm excited about this from both of those perspectives. The improved sidewalks, the bike facilities, the bus stops, and the turn lane that will make it easier and safer for you to get around the neighborhood no matter how you choose to do so.

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I'm glad that this has all been planned while keeping a 94% of the on-street parking, which is important for most of the business owners down the corridor. And I think that these changes, the traffic calming, will help Foster become for vibrant commercially and much more pleasant to leave near as well. Thanks.

Hales: Thank you, Thank you all.

Moore-Love: Next three.

Hales: Sounds like we lost a couple. So if you heard your name called, come on up. Go ahead, please.

Chris Rall: Thank you, Mayor Hales and Commissioners, I'm Chris Raul. I live at 2332 SE 54th Avenue -- that's right by Division street. About a year and a half ago, I organized a walk to remember those killed on Foster Road and some other nearby streets, mostly folks who have been killed while trying to walk in the areas. At least five people have been killed on Foster between Powell and 82nd since 2000. But two people -- the site of one crash -- two people stick out in my mind, and that's Meiyong Lui and her young son killed Jin, who were killed at 54th and Foster in 2002 trying to walk across the street. There have been some improvements on Foster, but that intersection looks much the same it did the day they were killed. And I know, because once a week I bring my six-year-old twins on a long tail bike, and I take them to the Bodhi Tree Language School which is at 54th and Center, just a half block off of Foster. And they love it when my wife takes them to Foster Burger afterward. But I see that intersection every week, and every week I think of Meiyong and Jin. I divert four blocks out of my way to avoid exposing my kids to the crossing where they lost their lives. So, I don't want to fear for my safety, and as a father and husband, I can only begin to fathom what it was like for Lui family to lose their loved ones, especially a young son who had his whole life ahead of him. So please move forward and fix this road and fix it and make it safe. Please do that. Thank you.

Ian Stude: Hello, I'm Ian Stude, I'm the director of transportation and parking services for Portland State University. I'm also the vice-chair for the city's bicycle advisory committee and I'm here on behalf of the bicycle advisory committee. I'd like to read some prepared remarks from the committee. Mayor Hales and City Commissioners, the Foster streetscape plan will achieve a number of objectives for improving safety, livability, sustainability, and economic prosperity for SE Foster Road and the adjacent neighborhoods. A key to those objectives is the reassignment of roadway space in the corridor to create slower speeds, safer crossings, and bicycle lanes, and thus better accommodate those who choose to walk, bike, and take transit to and from the area. For too long, the prioritization of through movement for automobiles on SE Foster has inhibited growth of this vital area and endangered our citizens. The Portland bicycle advisory committee reviewed this project in June 2013 and again November 2013, where we heard from both city staff and citizen stakeholders. In order to meet the ambitious objectives of the Portland bike plan for 2030 and Portland climate action plan, we recommended protected world-class bicycle facilities for the majority of this project. The importance of energizing commercial corridors such as SE Foster with 21st century bicycle facilities cannot be overemphasized. If we truly want to encourage more trips by bicycles, we must provide infrastructure that leads our citizens and their families -- and their wallets -- to the front door of the destinations they want to frequent. Although our desires for a protected bicycle lane in both directions on SE Foster were not met in the final streetscape plan, we are more than content with the compromises made. The inclusion of buffered and standard bike lanes on this corridor is certainly a step in the right direction. PBOT has done an excellent job of balancing multiple objectives and demands, and engaging a wide variety of stakeholders as part of the process. We are happy to see a diversity of voices reflected in the final draft of the plan. Please note that our committee voiced strong opinions also about the importance of providing a seamless connection from the proposed bicycle facilities in SE Foster to the multimillion dollar 50s bikeway project, which is currently under construction. Unfortunately, the SE Foster project was not

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able to provide the desired level of connectivity between these two major investments, but we hope it will be able to do so in the future, as people using these two facilities will demand it. This project is a major improvement over what exists today. It marks a significant step towards creating a more active and economically vital corridor in this important area of the city. Most importantly, it will bring long overdue improvements for safety for the Portlanders who choose to work, live, learn, and play in these neighborhoods. For these reasons, we strongly encourage you to approve the southeast streetscape plan. Thank you

Hales: Thank you and the committee members for their volunteer service as well.

Stude: You're welcome.

Hales: Good afternoon.

Mike Hernandez: Good afternoon, Mayor Hales, members of city council. My name is Mike Hernandez, I live at 5829 SE Gladstone Street in the Foster-Powell neighborhood. I work at TerraCycle, which is a recumbent bicycle part manufacturing plant inside of Foster-Powell as well, at 5726 Center Street. So, I'm heavily invested in the Foster-Powell neighborhood. I also run a small business out of my garage building custom bicycles for folks in Portland. The bicycling industry is \$100 million a year business, and I'm sure that you all know that. And as cyclists, we know that supporting small businesses within the city is key, and a lot of the money that we do spend stays within Portland, which I think is really amazing. There's so much potential on Foster, we see a lot of these buildings that are essentially abandoned -- I think somebody brought that up earlier -- and there's potential for a lot of small business within the Foster-Powell corridor. So, you know, with car ownership declining with car shares and things like that, I think it is just really smart to invest in this streetscape plan. A lot of people are realizing the benefits of cycling, and it is not just people from my generation, it's people from prior generations. Many of you know Brian Wilson, who's a peace activist, and he doesn't have both of his legs, but he manages to get around on his bicycle, it's actually a hand trike. A lot of people really understand the benefits of cycling, and I wanted to share that as well. My partner and I moved to Foster-Powell a couple of years ago. We moved there for a reason. We're cyclists, we're pedestrians, and we also own a car. So, we're not anti-car or anything like that, but we are for livable streets, and we're really excited about what's happening in the neighborhood. I just want to praise all of the folks that worked so hard on this streetscape plan. I really think this is an amazing opportunity, I'm excited to see the changes that are forthcoming. I urge you to adopt and fund this streetscape plan and I thank you for your time.

Hales: Thank you.

Fish: What's your bike business? There were a couple of words I tripped over.

Hernandez: We make recumbent bicycle parts and accessories. So there's a lot of benefits to recumbent bicycles as well for elderly folks and folks with disabilities.

Fish: That reminds me Mayor, Venture Portland hosted a meeting recently in inner northeast of some folks that were thinking of forming an association of bike manufacturers. It's a group that Congressman Blumenauer has been working with. And probably 12, 15 people in the room. I had not met anyone in the room, and they had company names I had never heard of. In the course of the conversation, I learned that almost everyone in the room was best in class in some aspect of the bike business. So they were making a racing bike that was very hot, or a piece for a bike, or they were training, or they were off to Amsterdam to do something. And it was a point of real pride that we're nurturing so many people with these dreams of making a living doing something that they love and then bringing distinction to our city around this industry.

Hernandez: Absolutely. I really appreciate you bringing that up. We manufacture and design everything in-house. We are a U.S. manufacturer and I'm really excited to be a part of that, and I think Portland is the forefront for a lot of good things that are happening.

Hales: That's great. Thank you. Good luck. Thank you all.

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Carl Larson: Mayor Hales and City Commissioners, my name is Carl Larson, advocate for the Bicycle Transportation Alliance. Our mission is to create healthy, sustainable communities by making bicycling safe, convenient, and accessible. We believe the proposed Foster streetscape plan takes a step in this direction, and encourage you to support it. This plan addresses serious safety concerns on one of Portland's deadly high-crash corridors while improving the health of neighborhoods and local businesses. High-crash corridors only make up 4% of Portland's arterial streets, but they account for 66% of the city's pedestrian fatalities, and 58% of serious pedestrian injuries. Foster Road currently divides adjacent neighborhoods with long distances between safe crossings, and makes bicycling and walking challenging. Without a safe place to ride a bicycle, people use the sidewalk, which is not safe or comfortable for anyone. The plan before you today makes big steps towards correcting these dangerous deficiencies and making Foster a safe destination, a more vibrant business district, and better transportation corridor. The Bicycle Transportation Alliance urges council to support the Foster streetscape plan. Thank you.

Hales: Thank you. Good afternoon.

Kristin O'Neill: Hi, my name is Kristin O'Neill. I have my business on Foster Road, right at that intersection across from the SCIU hall. I also live in the area, and I also do bicycle up and down Foster Road. Probably not the best idea, but I do it because I feel it's important to claim that road as belonging to everyone, including bicyclists and pedestrians. I know it's not for the faint of heart, but I know two things. I know that transportation and safety are priority for the council right now. And we know that that Foster is very -- it's a dangerous road, right. And this streetscape can address both those issues instantly, as has already been talked about. The two things that I want to talk about that haven't been brought up yet are, are in -- I'm sorry, I'm also the president of the Foster Area Business Association. I should mention that. In the past winter, the business association did a survey of the businesses and residents in the area, asking them what they thought of Foster now, and what they want Foster to be in the future, and what they think that needs to happen to make it get there. And the impression the people have of Foster right now is that -- the top three words were potential, growing, and run-down. Not exactly the best -- not a glowing review of the district right now. Of the 75 plus responses we got, the future that people want for our district is walkable, vibrant, and friendly. And friendly -- it was pedestrian-friendly, bike-friendly, and family-friendly. Those are the main three categories that people wanted to see improved. Also, specifically, one of the things that they specifically asked for to get to that place were not just the safety improvements. That's sort of an easy answer to some of those questions, but the place-making thing, the street trees and the nicer lighting, and the things that make the neighborhood really feel like a neighborhood. This plan accounts for many of those elements, so, just as others have asked you to make their date night easier, I'm asking you to make my job as president of the association easier. [laughter] And from the business -- representing the businesses in our district, we know that pedestrian-friendly and bicycle-friendly districts are business-friendly. So just ask you to approve the plan today.

Hales: Thank you. What's your business again?

O'Neill: Knock Out Words. It's a writing and editing firm.

Hales: Thank you. Welcome.

Nathaniel Meek: Hi. Thank you. Good afternoon, my name is Nathaniel Meek, and I am a resident of Foster-Powell for the last couple of years or so. I am in support of the streetscape plan, and I just wanted to echo pretty much everything that everyone said up to this point for the safety, the utility, the economy, and for the overall aesthetics. I think it is a win for the neighborhood and the city of Portland. Thank you.

Hales: Thank you all.

Hales: Thank you, anyone else that wants to speak? Come on up.

Matt Froman: I didn't know there was a sheet.

Hales: That's fine, come on up. Welcome.

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Froman: Thank you. Council, first I would like to thank Mauricio and his team, and all of the neighborhood folks that have been involved. My name is Matt Froman, I am the son of Robert Buck Froman, He was one of the longest-tenured businesses on Foster Road, a place called Buck's Stove Palace. It's a place where people come from all over the state to buy old stoves, new stoves, and so forth. So we have people that are not only local purchasing those, but as well as others, so we have a lot of people. So I'll make this short and sweet. He also owns a really cool building called the Phoenix Pharmacy that we all hope one day to come back to life as well, so I'm involved in that program called Foster the Phoenix. I just wanted to say, I'm really excited about the potential of this. I have a perspective of my parents being divorced, so I've grown up in northeast Portland as well as southeast Portland. So my mom has lived in a neighborhood called Laurelhurst where we have nice trees, we have a bike lane, and there's a lot of pride in community in that area. I've also spent the last 30 years working with my dad on Foster Road, where I've been in there, heard bicycle crashes, heard ambulances going up and down the street and so forth. There's not as much pride around there right now. So, it would be really cool to see something like this happen to help spur the economic growth throughout the corridor. And just one other thing. We all understand that doing the lane changes, trees and all of that cannot guarantee not people dying on the streets. But what we can say is it's going to be more livable. And if it's more livable, more people will want to come there. More people that want to come there, they will want to slow down. One of my biggest gripes with Foster Road is when you're driving through it, there's parking lots, some of the streetlights are out and everything, it really does feel like a highway late at night. So people are going to go a little bit faster, just naturally. So if we have these buildings there, we have the lights and everything, we actually to make it feel a little bit more powerful, and a bit more interested, and people that really want to be there, I think that will help out. Thank you for your time.

Hales: Thanks very much.

Fish: Just curious, is that Phoenix Pharmacy building that you were talking about, is that that old Leach building?

Froman: Yes, that was built in 1922 but a gentleman named John Leach, also involved with the Leach Botanical Gardens, and also the Y Arts building that was donated to him.

Fish: I drive by that all the time, and it's a beautiful -- and it's an interesting structure. Do you have a long-term plan for it?

Froman: We've been working on it. We've been working with a lot of groups. I believe everybody else in here driven by it and think the same thing, so we're working on it. We just need a little help. We're looking at about a million dollars for seismic and roof. So Commissioner Fish, if you could help us find that -- [laughter] -- we will gladly get that building rocking and rolling.

Fish: Did I mention that Commissioner Novick is the seismic commissioner? [laughter]

Froman: I'm sure you have heard about this building a few times, Mr. Novick. And again, fosterthephoenix.com is what we're working in. It's a play on words, Foster the Phoenix, so it's just like bring it back to life just like we want to bring back the whole community, so we are excited to make it happen.

Fish: Thank you.

Hales: Good luck.

Froman: Thank you.

Hales: Welcome.

Jeff Manly: Hello, my name is Jeff Manley, and I'm opposed to the plan as it is right now. There's a lot more work that needs to be done, I believe. The crossing at Foster at Fred Meyer's I believe is in the wrong place. It's in the middle of the block, it should be taken down to the corner. I think that all the crossings at Foster should be halfway in between the traffic lights, and do the red stop sign -- not sign but stoplights -- to stop the cars. There's one farther down -- when people want to cross, they push the button, it goes red, the traffic stops. Right now, they haven't put enough thought into

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it. As far as bikes go on Foster, there's no way you are going to do it safely around 92nd and Foster, because the street is too narrow, so the people ride on the sidewalks in that area. And that should not be done. But if you were to take a bike lane that's parallel to Foster and make it no stop signs, bike traffic only, and only the people who are allowed to have cars on that live in that block, and you could go all the way down. The bicyclist would love it if he didn't have to stop anywhere from 92nd all the way down to 52nd. That would make it nice for him. He wouldn't have to worry about cars coming up behind him, or cars coming at him. And the people who live along there would probably be like the fact that they didn't have cars going up and down their street trying to avoid the slow traffic at Foster, because cutting it down to one lane, you're going to paralyze Foster completely. And just a bit of trivia on being safe around the turn up in 1900s. When I was in boot camp, I read an article about two cars crash into each other at 5th and Broadway, one driver was killed. There was only two registered vehicles in the San Diego County at the time. You can't get away from accidents. When people don't pay attention, you're going to have accidents. By slowing traffic down, you're still going to have accidents. Because around 1900, I imagine as fast as those would go is about five miles per hour. And you can't get much slower than that. So, I'm opposed to it, I think that there's a lot more work that could be done to make things better. Not just to say, alright, we're going to slow traffic down and get rid of two lanes. Thank you.

Hales: Thank you very much. I have got some questions for staff, and maybe some others, too, as well. So, a couple of things that got raised is, Mr. Specht, or Mrs. Specht -- I'm not sure which, I'm sorry, think it was him -- mentioned bus service. So, if at peak hour, we're going to have queuing and slower speeds on Foster, how is that going to work for bus service? I loved his idea about streetcar, but I've got to admit it's not going to happen next year. So, in the present day, we're going to have bus service on Foster, are we adding a signal preemption for the buses? What are we doing in terms of the coordination with TriMet so that the bus service is still -- or maybe even better -- than it is today?

Lewis Wardrip, Bureau of Transportation: Yeah, we've been working with TriMet in this process, and we're looking at -- I mean, this is a planning level at this point, so when we get into actual engineering, we'll be looking at civil prioritization. We're looking at possibly pull-outs for buses, and in the next effort, we'll go into this in trying to make it better for buses.

Hales: But the signal preemption, like we did on Barbur is a potential solution, right?

Wardrip: Yes.

Hales: And emergency vehicles -- and I know, maybe that's in the next detail and design -- but I think it's a response route. Opticom equipment on the signals to allow the vehicles -- that's, I assume, a design standard for an arterial like this now?

Wardrip: Yes, it is standard. And any new signals would have that. And I think the ones out there probably do have that.

Hales: They have it now? OK.

Leclerc: Also, the combination of the bike lanes and the center turn lane allows the vehicles to pull to the side, and naturally the fire truck or whatever goes down the center.

Hales: Yeah, down the center, right, exactly.

Fish: Mayor, I have a question. I'm turning to page of the big document that we were given. It's in the spirit of what Commissioner Novick, as the transportation commissioner, and I as the water and sewer and stormwater commissioner have been working on, which is coordination. There is a reference to the stormwater and your aspirations in terms of the new stormwater facilities and how you might phase them in. But it sort of is more general, just says per the city's stormwater manual. So can you give me a sense of the scale and scope of what you're hoping to do, and I guess I will just ask, generally, are we aligned from your point of view -- that is, BES and transportation -- on this endeavor?

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Leclerc: Thank you. We've been working with BES on FLIP, and also we've been coordinating. We have the expectation of bioswales to be implemented with the plan. We do not have the capacity to survey the location -- you know, the water needs to go to them -- but we have identified areas where the curb extensions will be -- we have to provide them -- as well as the right amount of cost so that's in the next phase of design and engineering, we'll be able to locate the bioswales. We have some location where they might be, but we have not identified them in the plan, but they will be part of it. They are required, particularly where we move the sidewalks, such as in Lents. And we'll work with BES on the proper location. Also, they are very excited about the trees, and we're hoping to partner with them on the tree program to add more trees than we have budgeted for.

Fish: It's interesting, we now have a habit of coming to council and showing what the green features -- how they compare to some grey features when we do the sewer projects. And we have got it to the point that we can show a substantial savings off the green compared to just the gray, without even putting a value on the trees, the greenery, and other things. I mean, you could put your own value on clean air, clean water, shade. A more humane scale. But when we do the bigger projects, that's gravy on top of the savings of harnessing nature. So, we look forward to working with you on this project.

Hales: Other questions?

Fritz: What's the schedule for doing the new LED lights in this area?

Leclerc: I asked, and where we are putting new lights -- it's our standard now, so whatever those are in, it will be LED.

Hales: So the new --

Leclerc: Right, the ornamental lights will have LED capabilities.

Fritz: And when is the expectation for when those would be?

Leclerc: So, the next steps would be -- following today, if adopted, we would go into the design and engineering in the next fiscal year, starting in the fall. That takes some time, also the transfer of funds from PDC, as well as to start the design, actually, and then wait for the federal money to come in. So that we hope to be in construction by 2016.

Fritz: I think it might be worth changing out the streetlights on Foster now to the LED, even if you have to do it again, but I would hate to have two more winters of darker lights.

Leclerc: Yes.

Fritz: It's obviously a high priority corridor, and I would like to see them done earlier.

Leclerc: Yeah.

Hales: Other questions or discussion? Then we'll take a roll call on the resolution.

Item 619 Roll.

Fish: Well, I want to thank Commissioner Novick for bringing this forward. And frankly, given the volume of work that he's had in the last couple of weeks, there must be more than one Commissioner Novick. I don't know how you do it. And you don't ever look that haggard, either [laughter] so congratulations, Mauricio, Art, and the whole team. Thank you very much. To the people that are here for the first time, we're spoiled by this team and their presentation. This is what we get normally. So people in the audience may be for the first time impressed with this, but this is how they do their business -- and this is how, particularly, they do their public outreach. And it's very rare when we have complain about, or raise a red flag around public outreach when PBOT is involved, because they do a great job. And I'll just close by saying, a, I am very excited about this, and b, just the other day, I was at the farmer's market in Lents, and I took Foster down to Powell and down to César Chávez and over to my house. And I traveled that route pretty frequently, but I was struck this time by how many things were new along the route -- new businesses, just changes, little signs of things happening. And it is a tremendous stretch of road. The potential here is amazing, if we can get it right -- and it seems that this plan definitely points us in the right direction.

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So thank you for your good work, Commissioner Novick, and your team, and Leah, thank you for your leadership on this, and I am very proud to vote aye.

Saltzman: This was a really great plan, and let's hope it is more than just a great plan and becomes a great reality soon. I really am impressed with the amount of support expressed here by a majority of the people here today. And I think, as I said a few weeks ago, when we were talking about the Lents Town Center, there's definitely a lot of new people that are living in Lents and Foster-Powell and Mt. Scott-Arleta neighborhoods who are bringing a lot of energy, I think, to want to sort of conquer Foster. And we've been trying to conquer Foster for years, and there were references going back to as far as 2003 -- it goes back much further than that, it goes back to probably 1963, probably when people started to first think about some of the issues around Foster boulevard. But you know, people now live farther east of 92nd. They're going to work downtown, and there is a tendency to travel too fast, and it's manifested itself in a lot of pedestrian tragedies. I think that a lot of the improvements are oriented towards that. I do have some worries about going from four lanes to two lanes and, perhaps -- no pun intended -- fostering erratic behavior by drivers. When I think of a bus going down Foster, stopping every block or so, that's going to tend people to want to go out into the turn lane to pass that bus, so I think that we need bus turnouts, as you were mentioning. We need to get those sooner rather than later. Otherwise we're going to, as I said, encourage bad behavior, and that's only going to undercut our efforts here to increase the pedestrian and motorist safety and bicycle safety. So, it's a good plan, but the details will be in the implementation of it. So thank you. Thank you, Commissioner Novick. Pleased to vote aye.

Novick: Thank you, colleagues. And in response to Commissioner Fish's comments, fortunately, I had to do hardly any work on this, because the work had all been done by the community and the staff over a period, as you heard, of many, many years. My office can perhaps take some credit for slowing the process down a bit in order to ensure that we did some additional outreach, which Andrea Valderrama in my office worked with PBOT on. I really appreciate the work of the team -- Lewis, and Mauricio, and Art and everybody, every person and every organization who has worked on this over the years. Thank you all so very, very much. And I can't help but say that this is a \$5.25 million project, which we are going to accomplish with PDC and federal funding. And if we were able to have approximately \$20 million a year for safety-related projects, as some of us hope that we will, then we could guarantee a celebration like this four times a year, or celebrations half as big eight times a year, or one big celebration four times as big once a year [laughter] and I like to think of some projects that cost that much. But, I mean, this is the kind of project that we can do with appropriate community involvement and appropriate resources, and I really look forward to seeing what Foster Road will look like five years from now. Aye.

Fritz: We're here today because the community has demanded it, and has consistently advocated and supported correcting the problems that we've seen on Foster over many years and decades. I certainly was at many meetings as the commissioner in charge of the office of neighborhood associations, or neighborhood involvement, and business associations and found Foster almost year, knowing that we need to take care of this challenge. It is good that we have the federal and the tax abatement money to start making the repairs. We know that we are going to need more. I appreciate that Commissioner Novick and Andrea Valderrama did the extra outreach to communities of color and low income housing and English language learners, and that there was more support from those communities as from the other more traditional outreach methods. So thank you for taking the time to do that, that's exemplary. It seems like every time we do this -- and I know, as a former neighborhood person, it's hard to keep doing the planning -- but each time we do, it seems like it got better both in the product and the process, and I very much appreciate that. And I appreciate those who came to oppose and speak to their concerns about the proposal. We heard today about 80%, 20% for and against, the same as was reported in the surveys done. There are some concerns, and I don't think that any plan is perfect. I think knows who also wrote in. We got just a few comments

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from the street fee over the last couple months, so I'm a little behind in responding to folks, and I don't have the capacity to respond to everybody who wrote on the petition. So if whoever set up the petition could thank everybody for taking the time to send those in, that would be greatly appreciated. For everybody else, I will be responding as soon as I can make a dent in my email backlog. We need more funding for streets, there's no question in my mind, and having done the budget for the last six years, there is no hidden bucket of money that we could use for projects like this. So, I encourage you all -- now that this project is partially funded -- stay engaged and continue over the next six months as we look for, where are we going to find the money to do these kinds of important projects all over the city? There's some places where it's complete. The system is complete, and everything's rosy, and I appreciated the comments about Laurelhurst versus Foster-Powell. There's a lot of different places that need either infrastructure for the first time, where there are gravel streets and no sidewalk, or improvement and maintenance. So we need to continue to engage as a community. How are we going to pay for those? What do we want to buy, and how are we going to pay for those? And I'm very glad you decided what we want to buy here and that we have at least a partial way to pay for it. Thanks for your good work on this. Aye.

Hales: My comments this afternoon -- I'm going to try to momentarily rival Commissioner Novick, because I'm going to quote both Randy Newman and Lewis Mumford. First, I want to compliment you, Commissioner, and the Bureau of Transportation and your staff in a really genuine and thoughtful community process. We've had a couple of high water mark hearings, in my opinion, over the last few months. Last week's discussion about short-term rentals was another example where we had really thoughtful citizens who put a lot of work into an issue, who care a lot about it, and who've spoken eloquently here for us, and I learned a lot and appreciate very much the citizen activism that went into this piece of work. I think that's exactly what we would hope in a process like this. Now, the way to make sure that this good work doesn't become the movie Groundhog Day, where we experience the same day over and over again, or that this document doesn't become a shelf study, is to remember Randy Newman's song, it's money that matters. It is, indeed, money that matters. Fortunately, we have some of the funding for this project. We will need more. And I want to echo the comments that we've already heard from my colleagues about the need to get serious about funding so that we don't do shelf studies and so that we don't subject our earnest citizens who work so hard on these projects to Groundhog Day meetings. The great Lewis Mumford was born in 1895, and spent almost the entire 20th century -- he lived an amazing long life -- thinking more clearly and writing and speaking more clearly about cities than almost anyone. And he could be caustic. He said the national flower of the United States of America is the concrete clover leaf. He could be ironic, and he would say about people speeding past the businesses on Foster Road in their automobile to get to some distant chain store what he said 50 years ago, when he said Americans will soon have every means of moving about the city, and no reason whatsoever to go there. That's what we want to avoid on Foster. We want people to slow down, get out of their car, and notice that this is a great neighborhood, and you can shop here and do business here and recreate here in great parks and go to great restaurants, and you don't have to speed off to some distant chain store. And then Lewis Mumford would also think about the loss of Lindsay and her neighbors and Steph and others having an unremarkable date walk, and say, as he said once before, we should forget the damned motor car and build the city for lovers and friends. Long time ago that he said that. Now, we're not going to forget the motor car. We're going to balance its mobility with the ability to walk hand in hand down the sidewalk wide enough to do that, to bike safely, to send our children to school on foot, and not fear that trip. I think that he would approve this work, just as we should, and he would also approve getting it done. Thank you all very much for excellent work. Aye. [gavel pounded] And we are recessed until tomorrow. Thank you. [applause]

At 3:57 p.m., Council recessed.

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Closed Caption File of Portland City Council Meeting

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Key: ***** means unidentified speaker.

JUNE 12, 2014 2:00 PM

[roll call]

Item 620.

Fish: Karla, would you please read council item 620.

Fish: Ms. Beaumont.

Kathryn Beaumont, Chief Deputy City Attorney: Members of the council. This matter was scheduled for hearing about two months ago and was continued to today because the parties were in the process of negotiating the settlement. They have concluded that settlement. The property at issue has been sold by the developer to two of the neighbors. Since that time bds has received a letter from the applicant withdrawing the application for a zone change land division and adjustment. The appellant has also sent the council a letter requesting no further consideration of their appeal. And to provide clarity to the parties and everyone about the status of the hearings officer's decision and the current comprehensive plan and zoning designations for the property, I have recommended to the council a possible motion to adopt and make that very, very clear. So that's where we are today.

Fish: Commissioner Fritz.

Fritz: Thank you. As the commissioner in charge of the bureau of development services, I move that the council adopt an order that states the applicant has withdrawn the underlying application for a zone change and land division and adjustment for a site at 3058 southeast woodstock boulevard, with the land use number that Karla just read. The appellant eastmoreland neighborhood association has asked the council to remove the appeal from the agenda and give it no further consideration. As a result of the applicant's and appellant's actions, the council lacks jurisdiction to address the substantive issues raised in the appeal or approve or deny the underlying application and the hearings officer's decision is void and of no effect. In adopting this order the council expressly takes no position on the appellant's claims of error concerning the hearings officer's decision or the substantive merits of the hearings officer's decision. The effect of the council's order is that the zoning and comprehensive plan designation for the site remains unchanged. The site remains residential 7000 r-7 with a comprehensive plan designation as residential 5000 r-5 unless or until the zoning/plan designation is changed by either a, a future application for a quasi-judicial comprehensive plan map amendment and/or zone change, or two, a future legislative revision to the comprehensive plan or zoning map that includes the site.

Fish: I will second that motion.

Hales: Any discussion?

Fritz: Just that it is the longest motion I have ever made.

Hales: It might be. Let's take a roll call on the motion.

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

Fritz: Thanks to both parties for working on this and the mayor for setting it over so that could happen. Aye and staff for very good work.

Hales: I appreciate this, the fact we got to yes on this one. We have more work to do in the comp plan and elsewhere on how this kind of change is accommodated or not in our rules. But this was a

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good outcome. Good work. Thank you. Aye. And we are without any further action necessary, right? Adjourned. [gavel pounded]

At 2:05 p.m., Council adjourned.