



CITY OF  
PORTLAND, OREGON

OFFICIAL  
 MINUTES

A REGULAR MEETING OF THE COUNCIL OF THE CITY OF PORTLAND, OREGON WAS HELD THIS **9<sup>TH</sup> DAY OF DECEMBER, 2015** AT 9:30 A.M.

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

OFFICERS IN ATTENDANCE: Karla Moore-Love, Clerk of the Council; Judy Prosper, Deputy City Attorney; and Jason King, Sergeant at Arms.

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

<p><b>PORTLAND CITY COUNCIL AGENDA</b>  <b>City Hall - 1221 SW Fourth Avenue</b>  <b><u>WEDNESDAY, 9:30 AM, DECEMBER 9, 2015</u></b></p> <p>THOSE PRESENT WERE: Mayor Hales, Presiding; Commissioners Fritz, Novick and Saltzman, 4.</p>	<p><b>Disposition:</b></p>
<p><b>COMMUNICATIONS</b></p>	
<p><b>1265</b> Request of Charles Johnson to address Council regarding a better PDX including deconstruction not demolition (Communication)</p>	<p><b>PLACED ON FILE</b></p>
<p><b>1266</b> Request of Marc Francis to address Council regarding sidewalk closures (Communication)</p>	<p><b>PLACED ON FILE</b></p>
<p><b>TIMES CERTAIN</b></p>	
<p><b>1267 TIME CERTAIN: 9:45 AM</b> – Recognize Paul Schroeder as the recipient of the 2015 Steve Lowenstein Trust Award (Presentation introduced by Commissioner Fritz) 15 minutes requested</p>	<p><b>PLACED ON FILE</b></p>
<p><b>CONSENT AGENDA – NO DISCUSSION</b></p>	
<p><b>1268</b> Appoint Kristen Minor to the Historic Landmarks Commission for a term to expire December 8, 2019 (Report introduced by Mayor Hales and Commissioner Saltzman) (Y-4)</p>	<p><b>CONFIRMED</b></p>
<p><b>Mayor Charlie Hales</b></p>	

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**Bureau of Planning & Sustainability**

**1269** Authorize a contract with Toole Design Group, LLC for planning, technical and community engagement services for the Off-road Cycling Master Plan for a total not-to-exceed amount of \$199,845 (Ordinance; Contract No. 30004882)

**PASSED TO  
SECOND READING  
DECEMBER 16, 2015  
AT 9:30 AM**

**Fire & Police Disability and Retirement**

**\*1270** Amend contract with Managed Healthcare Northwest, Inc. to extend term and increase compensation in the amount of \$215,000 for discounted medical provider services (Ordinance; amend Contract No. 30000931)  
(Y-4)

**187483**

**Office of Management and Finance**

**\*1271** Pay claim of Joyce Nidal Andrews in the sum of \$39,689 involving Police Bureau (Ordinance)  
(Y-4)

**187484**

**\*1272** Pay claim of Michael Jimenez in the sum of \$57,920 involving the Bureau of Transportation (Ordinance)  
(Y-4)

**187485**

**1273** Extend term of a franchise granted to XO Communications Services, LLC to build and operate telecommunications facilities within City streets (Ordinance; amend Ordinance No. 175062)

**PASSED TO  
SECOND READING  
DECEMBER 16, 2015  
AT 9:30 AM**

**1274** Issue a revocable permit allowing Communication Management Services, LLC to install, maintain and operate public telephones on City streets for a period of five years (Ordinance)

**PASSED TO  
SECOND READING  
DECEMBER 16, 2015  
AT 9:30 AM**

**Commissioner Steve Novick**

**Position No. 4**

**Bureau of Transportation**

**1275** Amend Permit code, and adopt and amend associated Administrative Rules for permit types and fee methodology for public works permitting services (Second Reading Agenda 1238; amend Code Section 17.24.025)  
(Y-4)

**187486**

**Commissioner Nick Fish**

**Position No. 2**

**Bureau of Environmental Services**

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<b>1276</b> Authorize Intergovernmental Agreement with Multnomah County Drainage District No. 1, Peninsula Drainage District 1, and Peninsula Drainage District 2 for an amount not to exceed \$100,000 for flow management in the Columbia Slough (Ordinance)	<b>PASSED TO SECOND READING DECEMBER 16, 2015 AT 9:30 AM</b>
<b>1277</b> Authorize Intergovernmental Agreement with the Oregon Department of Environmental Quality for the Columbia Slough Sediment Program for \$275,000 (Ordinance)	<b>PASSED TO SECOND READING DECEMBER 16, 2015 AT 9:30 AM</b>
<b>Water Bureau</b>	
<b>1278</b> Authorize Intergovernmental Agreement with Portland State University for the Key Service Level Customer Survey Project in the amount of \$28,635 for survey of residential water customers (Ordinance; Contract No. 30004757)	<b>PASSED TO SECOND READING DECEMBER 16, 2015 AT 9:30 AM</b>
<b>REGULAR AGENDA</b>	
<b>Mayor Charlie Hales</b>	
<b>Bureau of Planning &amp; Sustainability</b>	
<b>1279</b> Consent to the transfer of De Young Sanitary Service residential solid waste, recycling and composting collection franchise to Heiberg Garbage & Recycling LLC (Second Reading Agenda 1235) (Y-4)	<b>187487</b>
<b>Bureau of Police</b>	
<b>*1280</b> Authorize an Intergovernmental Agreement with TriMet and the City of Beaverton for transit police services (Ordinance) (Y-4)	<b>187488</b>
<b>*1281</b> Authorize an Intergovernmental Agreement with TriMet and Clackamas County for transit police services (Ordinance) (Y-4)	<b>187489</b>
<b>*1282</b> Authorize an Intergovernmental Agreement with TriMet and the City of Hillsboro for transit police services (Ordinance) (Y-4)	<b>187490</b>
<b>*1283</b> Authorize an Intergovernmental Agreement with TriMet and the City of Milwaukie for transit police services (Ordinance) (Y-4)	<b>187491</b>
<b>*1284</b> Authorize an Intergovernmental Agreement with TriMet and the Port of Portland for transit police services (Ordinance) (Y-4)	<b>187492</b>

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<p><b>*1285</b> Authorize an Intergovernmental Agreement with TriMet and Washington County for transit police services (Ordinance) (Y-4)</p>	<p><b>187493</b></p>
<p><b>Office of Management and Finance</b></p> <p><b>*1286</b> Delegate authority to the Bureau of Human Resources Director to execute a work-experience agreement with SE Works/Worksource to provide work experience training opportunities to disadvantaged and underserved populations in order for them to transition into long-term employment (Ordinance) 20 minutes requested (Y-4)</p>	<p><b>187494</b></p>
<p><b>Commissioner Steve Novick</b> <b>Position No. 4</b> <b>Bureau of Transportation</b></p> <p><b>1287</b> Update Private Property Impound Towing Code to add contact requirement consistent with state law (Ordinance; amend Code Section 7.24.050)</p>	<p><b>PASSED TO SECOND READING DECEMBER 16, 2015 AT 9:30 AM</b></p>
<p><b>Commissioner Nick Fish</b> <b>Position No. 2</b> <b>Bureau of Environmental Services</b></p> <p><b>1288</b> Authorize a contract with the lowest responsive bidder for construction of the Columbia Boulevard Wastewater Treatment Plant Stormwater Pump Station 2 - West for an estimated amount of \$880,700, Project No. E10726 (Ordinance) 10 minutes requested</p>	<p><b>PASSED TO SECOND READING DECEMBER 16, 2015 AT 9:30 AM</b></p>
<p><b>1289</b> Authorize the Bureau of Environmental Services to acquire certain permanent property rights necessary for construction of the Woodlawn-King Alley Sewer Rehabilitation Project through the exercise of the City's Eminent Domain Authority (Ordinance)</p>	<p><b>PASSED TO SECOND READING DECEMBER 16, 2015 AT 9:30 AM</b></p>
<p><b>1290</b> Revise legal description of property declared surplus at 2400 NW Front Ave (Second Reading Agenda 1241; amend Ordinance No. 186777) (Y-4)</p>	<p><b>187495</b></p>
<p><b>Water Bureau</b></p> <p><b>1291</b> Authorize a competitive solicitation process and contract for the purchase of aggregate services at an estimated cost of \$10,000,000 (Second Reading Agenda 1256) (Y-4)</p>	<p><b>187496</b></p>

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<p style="text-align: center;"><b>Commissioner Dan Saltzman</b> <b>Position No. 3</b> <b>Portland Housing Bureau</b></p> <p><b>1292</b> Approve application under the Multiple-Unit Limited Tax Exemption Program for North Hollow Apartments located at SW 15<sup>th</sup> Ave and SW Taylor St (Second Reading Agenda 1257) (Y-4)</p>	<p><b>187497</b></p>
<p><b>1293</b> Approve application under the Multiple-Unit Limited Tax Exemption Program for Vancouver Avenue Apartments located at N Vancouver Ave and N Shaver St (Second Reading Agenda 1258) (Y-4)</p>	<p><b>187498</b></p>
<p><b>1294</b> Approve application under the Multiple-Unit Limited Tax Exemption Program for Mississippi Avenue Apartments located at N Mississippi Ave, N Albina Ave and N Borthwick Ave between N Fremont St and Cook St (Second Reading Agenda 1259) (Y-4)</p>	<p><b>187499</b></p>

At 10:37 a.m., Council recessed.

<p><b><u>WEDNESDAY, 2:00 PM, DECEMBER 9, 2015</u></b></p> <p><b>DUE TO LACK OF AN AGENDA THERE WAS NO MEETING</b></p>	
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December 10, 2015

A RECESSED MEETING OF THE COUNCIL OF THE CITY OF PORTLAND, OREGON WAS HELD THIS **10<sup>TH</sup> DAY OF DECEMBER, 2015** AT 6:00 P.M.

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

OFFICERS IN ATTENDANCE: Karla Moore-Love, Clerk of the Council; Linly Rees, Senior Deputy City Attorney and Shawn Houck and Jim Wood, Sergeants at Arms.

<p><b>LOCATION: PARKROSE HIGH SCHOOL 12003 NE SHAVER ST</b></p> <p><b>1295 TIME CERTAIN: 6:00 PM</b> – Adopt new and amended supporting documents for an update of Portland’s Comprehensive Plan; accept report of the Citizen Involvement Committee (Previous Agenda 1263; Ordinance introduced by Mayor Hales) 30 minutes requested</p>	<p><b>Disposition:</b></p> <p><b>CONTINUED TO JANUARY 7, 2015 AT 6:00 PM TIME CERTAIN</b></p>
<p><b>1296 TIME CERTAIN: 6:10 PM</b> – Adopt a new Comprehensive Plan for the City of Portland, Oregon (Previous Agenda 1264; Ordinance introduced by Mayor Hales;) 2.5 hours requested</p>	<p><b>CONTINUED TO JANUARY 7, 2015 AT 6:10 PM TIME CERTAIN</b></p> <p><b>Location for Continued items 1295 and 1296: Self Enhancement Inc. 3920 N Kerby Ave.</b></p>

At 9:00 p.m., Council adjourned.

**MARY HULL CABALLERO**  
Auditor of the City of Portland



By **Karla Moore-Love**  
Clerk of the Council

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

December 9, 2015  
**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.

**DECEMBER 9, 2015**

**9:30 AM**

**Hales:** Good morning, everyone. Welcome to the December 9th meeting of the Portland City Council. Would you please call the roll?

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

**Hales:** Good morning, everyone, and welcome. We're going to proceed into Council business shortly. Just one potential preview. City Council doesn't normally get involved in national politics, but there's some rhetoric afoot in national politics that is so injurious to people's civil rights and feeling of safety in our country as immigrants that we think next week we're going to put a resolution on the Council calendar to that effect and invite the community to join us in potentially sending a message of censure to Mr. Trump. So, it's not a formal action on the calendar today, but has a lot to do with what he's been saying the last few days. And again, we don't normally venture into those waters, but when a national political speech starts to threaten the lives of people here in Portland, sometimes we need to stand up and say something. So, we'll endeavor to do that next week.

**Fritz:** If I might comment on that, Mayor.

**Hales:** Please.

**Fritz:** Two of the mosques in Portland are in my neighborhood, and we got to know the folks there before 9/11 and have been good partners, good neighbors ever since. And so it's very troubling to me the national rhetoric, particularly aimed against Muslim people, knowing how great the partners in our community are, and actually knowing that the Muslim educational center is shortly to be opening their new school in our community. So, I am very supportive of the Mayor's proposed action and I hope that there will be a lot of folks coming out next week to also support it.

**Hales:** Thanks very much. OK, I don't believe we have any items removed from the consent calendar, is that right? Anyone want to take anything off the consent calendar? If not, then let's proceed into the Council communications. We have two people signed up to speak to the Council this morning.

**Item 1265.**

**Hales:** Good morning.

**Charles Johnson:** Good morning, Commissioners. For the record, my name is Charles Johnson. And if your memory is super keen, you may recall one time when I was up here testifying, I spoke to you about being at the climate march in New York City last year and how I wished in Portland we could -- even though we have much smaller blocks than the city of New York -- that we could do as good with sidewalks staying open during construction. I believe that the gentleman speaking after me might have some more to add on that important topic.

When we talk about our fiduciary duty that we expect from the government, we should note that two weeks ago today, two citizens, one of who was almost undoubtedly having a mental health episode, were taken into custody by the police right here in these chambers. And the most distressed of those people is still locked up in the county jail, and I don't believe that a large number of my fellow voters would really believe that's the best use. I know that that's more covered under the county budget, but perhaps we could look

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into the situation and make sure that lead Judge Nan Waller and District Attorney Underhill are fully aware of the context of the situation so that we're not wasting money keeping mentally ill people in jail when they receive a check that could assist them in bonding out and returning to the community and getting the services that they need.

When I first signed up to speak over a month ago, I think we were still at the end of a drought. I think it's over now. And I signed up to talk about deconstruction, not demolition. We've seen some very interesting photographs and videos of construction sites in the past couple days. Water above the knee in the Pearl. Near Pettigrew and 13th, there's a cattywampus structure that I would think couldn't help but to have its basement flooded. But many of my friends are more concerned about the residential neighborhoods. There's a picture going around of a demolition where the foundation was left unfilled, and it's now sort of a swimming pool, pond slash place for children or animals to drown. So, I think that when we look at the way that demolitions are enforced and regulated, there's very much room to step up our game.

I'm sure in the future you'll be getting much more comprehensive presentations from United Neighborhoods for Reform, Southeast Uplift, Stop Demolishing Portland talking to you about how the real way to be green is to preserve as much as possible, homes that are in redeemable condition, to not fill landfills with broken houses when we have many people living on our streets. In the past, you mentioned the word "moratorium." There will be strong resistance to that, but I hope that the community will encourage you to look at getting us close to that as possible. Thank you.

**Hales:** Thanks very much.

**Item 1266.**

**Hales:** Good morning. Come on up.

**Marc Francis:** Is there a particular place you'd like us to stand?

**Hales:** Right there is just fine.

**Francis:** Those are handouts I'd like to give that kind of outline my position.

**Moore-Love:** Sure.

**Hales:** Good morning.

**Francis:** Good morning, Commissioners. First of all, thank you for the opportunity to address you. I've put this off for quite a while because, you know, I just like to go with the flow type of thing. But around the city, there's a ton of construction and some issues that really impact myself but also people that I work with because I work with the Oregon Commission for the Blind and I serve a lot of clients who have little or no vision. And as they traveled through the city, they encounter sidewalks that are closed off.

The first issue that I have is that the barricades that surround construction sites or permitted work sites on sidewalks are not standardized. There's various worksite -- we've encountered some that are made out of two by fours and they can vary in height, we've encountered chain-link fences, we've encountered as little as like caution tape to go around it. And so I feel that if these barricades were to be standardized, then when we come up to a closure, we would know that OK, the sidewalks are closed off, and it's not just some obstacle in the sidewalk -- because there are a lot of obstacles on the sidewalks. And I feel that if they're standardized, we'd know that the sidewalk were closed.

Also, I travel with a dog, and what I could do is that I could have that dog identify barriers because he's very good at identifying things that are similar, and he would let me know where the barriers are, and we could determine whether we can go out in a straight or, you know, or we could go around the block.

And then the second issue -- well, two other things about these barriers. There's a company in Ohio that makes these plastic barriers. The thing I like about them is that they are made out of plastic composites, so they're made out of recycled material, I believe.

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The second thing is that the labor to install them is like a breeze because you just snap them together. So, I feel that it's very economical for companies doing business with the City -- or even the City crews -- where the sidewalks are going to be blocked off to use these barriers.

The second issue is that these barriers need to have an audible component to them in that they should have an audible signal, and they need to have a light on them so that pedestrians with low vision could see the light, maybe, but you would know that the barriers coming up before you even get to it. And attached to the handout that I've provided you is a company that will install these signals onto barriers, too. So, you know, I just think that as a safety thing, it would be wonderful to know that this is coming up. [beeping]

And then the third thing is that when you come to an intersection and there's construction going on, it makes it very difficult to proceed to that intersection because you can't hear the traffic. Some companies provide a lookout or someone to help you navigate the construction site, but then there's a lot of people that don't. It can be as small as someone cleaning out a storm drain with like a big pump, or it could be leaf blowers. So, you know, this issue -- along with these other two -- they play a larger impact as we travel to and from work. And it not only it affects me, but it affects the people that I work with and also the people that I serve.

So, I would like to bring these issues to your attention, and I've provided what I think are economical and simple solutions to them. All I would ask is that please don't give it to a committee, because things go to committees to die. So, you know, if you could look at them, and if you could say, OK, it belongs to this bureau -- and I think Commissioner Fish is gone, so, he would be a safe person to give it to -- [laughter]

**Hales:** Well, actually, Mr. Francis, maybe in Congress committees exist for things to die, but we actually have some here where committees get things ready for implementation, and one that comes to mind is obviously our disability commission.

**Francis:** Sure.

**Hales:** So actually, I'd love to pass on your correspondence to them and get their advice, too, on how we actually do this. Very helpful and thoughtful action to call here from you and in a way that I think both the City Council and those bodies -- like the disability commission -- that are responsible for helping us to make sure the Americans with Disabilities Act is made real on the streets of the city. So, I think both of them and we should take your good idea under consideration and see what we can do with it.

**Francis:** I would really appreciate action on this. And you know, I understand that these just are my solutions. But there's people out there that they might have other solutions, or there might be other companies. But I tried to give you my input -- I tried to give you the impact it would have the least effect on businesses doing work in Portland because I like it when people are working, and I like to see construction sites out there because I know that the people out there are working and they're earning a living, and it makes the city alive, is what it does. I'd like to find an easier way around that construction. Thank you. If any of you have any questions, you are welcome to ask.

**Hales:** Thank you. We will be in touch, and we appreciate this very much. Thank you.

**Novick:** As much as I appreciate your suggestion that we pawn this off on Commissioner Fish, I think as the Transportation Commissioner, I need to look at it too. [laughter]

**Fritz:** And I want to echo Mayor Hales' observation that the Commission on Disability is actually the commission that gets things done, so I'm sure they will be happy to work with you on promoting some policies on this. Thank you.

**Francis:** Prefect. Thank you very much.

**Hales:** Thanks so much. You have is a great day.

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**Francis:** You, too. Thank you.

**Hales:** Alright, let's take up the consent calendar, and then we'll move to the time certain items. Unless there's anything to remove, we'll take a roll call, please.

**Roll on consent agenda.**

**Fritz:** Aye. **Fritz:** Aye. **Saltzman:** Aye. **Hales:** Aye.

**Item 1267.**

**Hales:** Commissioner Fritz.

**Fritz:** Thank you, Mayor Hales. I'm very grateful to Commissioner Fish for giving me the honor of making this presentation on his behalf today. He's out of town on vacation, otherwise he would have been here. I welcome Michelle Harper and Paul Schroeder.

Very honored to present the Steve Lowenstein Trust Award. This award is awarded to Portlanders who are dedicated to people experiencing poverty and underprivileged people in the city of Portland. This year, the board has selected Paul Schroeder. Paul has done exemplary work as the Executive Director of the New City Initiative. His drive to work with the faith community to end the cycles of homelessness, poverty, and helping underserved communities is an inspiring model of public service that Steve Lowenstein sought to acknowledge for this award. Lowenstein trustee Michelle Harper is here to tell us more about Paul and this award. Thank you.

**Michelle Harper:** Good morning, Mayor Hales and Commissioner Fritz and Commissioner Novick and Commissioner Saltzman. It gives me great pride to come before you this morning to present our 2015 award nominee, Paul Schroeder. Before we get started, I'd like to acknowledge my board and ask them to stand, please.

**Hales:** Good morning.

**Harper:** I would also like to recognize some of the supporters that are here this morning for Paul -- his board and the volunteers and some of his staff. Would you please stand at this time?

**Hales:** Thank you all for being here.

**Harper:** Thank you. As many of you know, Steve was a civil rights advocate, and very much an extraordinary individual who was a legend around here in City Hall. So, our board takes great pride in being able to present these extraordinary candidates that we have presented for the last 25 years that his legacy continues to live on.

Paul Schroeder is the founder and Executive Director of the New City Initiative. It's a nonprofit whose purpose is that all people should achieve their full and human potential, and whose mission is to engage faith communities in ending the cycle of homelessness. Paul, a former Greek Orthodox priest, was inspired to apply his energy to the persistent issue of homelessness. After his experiences with the CUSINA program which offered great cooking classes for people transitioning out of homelessness, he saw the willingness of faith communities to help, and found the opportunity to serve more people through better collaboration between the faith communities. He along with others working on this issue proceeded to create a network of congregations, supporting the efforts to give those in need a more sure-footed path out of homelessness. In 2010, Paul started New City Initiative as the project at JOIN, a local homeless services nonprofit. New City Initiative officially became its own nonprofit in 2012.

Like this award's namesake, Paul is often also a non-fiction author. He translated social justice St. Basil the Great, a collection of homilies of Basil of Caesarea, a fourth century Christian figure who founded a center called the New City that was dedicated to healing the whole person. Paul's inter-faith curriculum on homelessness has been used by dozens of congregations in the Portland metro area. In 2012, he received the Lamplighters award from Operation Nightwatch for his organizing work in the faith community around family homelessness.

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A little bit about his background, which is quite extensive. B.A. in English, Christian Heritage College in El Cajon, California. He has a Master's in theology, magna cum laude, Holy Cross Orthodox School of Theology in Brooklyn, Massachusetts. He's also a valedictorian of his class in 1999. Of some of the awards he's received at Holy Cross School of Theology, three -- [indistinguishable] -- awards for writing in 1996, 1998, and 1999. Essays that he has published: Suffering Towards Personhood, John Zizioulas and Fyodor Dostoevski in Conversation on Freedom and the Human Person, St. Vladimir's Theological Quarterly in 2001; Building the New City, Reconstructing the Vision of St. Basil the Great on social justice -- again, was published in 2009.

His curriculum on building New City is quite extraordinary. The boards that he has served on are Ecumenical Ministries of Oregon and also past president of -- [indistinguishable] -- foundation. Some of the many positions that he's held: arch deacon, director of communication of the Greek Orthodox Metropolis of San Francisco; Executive Director, St. Nicholas Ranch conference and retreat center in California; Chancellor Metropolitan San Francisco for the bishop; dean of the Holy Trinity Greek Orthodox Church of Portland; coordinator of faith-based resources at JOIN, which is connecting the street to a home program -- which you are very well aware -- founding Director of New City Initiative; founded ARTOS, an Association for Renewal of Training and Orthodox Service; community link San Francisco in California. He instituted a program to connect people experiencing isolation in their community as a result of illness, age, and other factors. CUSINA, which is culinary utensil skills nutrition alliance, and in partnership with JOIN, this Portland-based nonprofit agency supporting people experiencing homelessness in their efforts to end homelessness and with the effort of Fred Meyer, has instituted a series of Greek cooking classes designed for people transitioning out of homelessness. This program has grown to include a monthly reunion of gatherings, job skills training, and a program whereby graduates mentor new students.

Just want to share a couple of more things about Paul. He's the first nominee that we have had that received three separate nominations, which is quite extraordinary. Everyone who talked about Paul talked about how gifted he is, how selfless he is. He's tireless in his effort. He energizes other people. And one of his nominees wrote that "it's truly an honor and a privilege to take the time to write to you. Now, I am about to turn 70 and I'm learning and growing, thanks in part to the outstanding leadership of Paul. At this stage of my life's journey, I am proud to say he's become an important mentor not only for me, but for many others in the Portland area." One other nominator wrote, "Paul gave me hope at a time when I was hopeless -- that as a community of faith we can have an impact on families and change lives. He reminded me of the privilege I had as a child growing up with a village of support around me and how now I have the privilege of lending that support to another child, another family. I'm inspired to nominate Paul because he sees the light and the hope and the possibility it shares with families that need it in intangible and practical ways." Another nominator wrote, "as the New City Initiative director, he fully embodies the organization's six communal practices: compassionate seeing, heartfelt listening, intentional welcoming, joyful sharing, grateful receiving, and cooperative building."

It is my honor and my privilege to be able to present Paul Schroeder this morning as our 2015 recipient, and I'll have Paul say a few words this morning. Thank you.

**Hales:** Good morning, Paul.

**Paul Schroeder:** Thank you very much. I was thinking as I came here today about the very first time that I was here in the Council chamber. It would have been about 2006, shortly after I arrived in Portland as the priest of Holy Trinity Greek Orthodox -- then church, soon to become Cathedral -- and Erik Sten, the Housing Commissioner at the

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time, had invited me to come down and basically say hello and present myself to the community. That relationship turned into a series of conversations between myself, Commissioner Sten, and Marc Jolin -- who is here today, I'm really honored to have him here -- about safe community involvement in ending homelessness.

We started, as mentioned before, the CUSINA program, a Greek cooking class for people making the transition out of homelessness. And very early on what we recognized was that we were doing a lot more than teaching cooking. That great acronym, Culinary Utensil Skills, Information, and Nutrition Alliance -- we realized afterwards there was a word left out of it. The C should have been for community, because we recognized that what we were really doing was helping people who had experienced the tremendous isolation and dislocation of homelessness to rebuild a sense of community and to have a place where they really belonged. So, in 2009 -- and it's almost to the day now -- in 2009, I made a series of decisions that led to me stepping down as the priest of Holy Trinity, and ultimately starting the New City Initiative project first at JOIN and then the New City Initiative nonprofit.

And there have been so many things that we have learned on the way that's been such a great learning journey. When Commissioner Sten -- after he stepped down from the Council, he wrote a white paper shortly afterward called A Human Connection that I go back to where he talked about the importance of community and relationships. And to me, this has been something that I think about in terms of how can the faith community be involved in a more rich and varied way in this challenge of ending homelessness. How can we provide that village of support that people need so that they can surmount their challenges and be the most successful that they can be?

So much of the learning has been about community, has been about the importance of relationships, and how can the faith community take the lead in creating a more compassionate community? Because in my opinion, homelessness will not be ended by more or bigger or better programs -- although programs are important -- homelessness will be ended by creation of a more compassionate community, a community where everyone recognize says that they have a role so that it's not just the purview of the public sector or nonprofit sector. The faith community also has a role in that. The business community also has a role in that. Your every day average person who wants to step in and say, "how I can help?" has a role, and what opportunities are we creating to make it possible for those who want to help to actually be able to do something in a productive way?

I think that another huge learning in this process has been thinking about the upstream causes and where exactly should we be focusing energy and attention. We've started working over the past several years -- since 2011 -- focusing more specifically on homeless families just because we recognize that for so many of these families, there is a generational and inter-generational cycle of poverty and of homelessness that repeats. And so, how can we focus energy and attention and resources on those children who are at the highest risk for the worst outcomes?

I think that as we think broadly about homelessness, we have to think about things like, how do we raise a high school graduation rate? How do we help these families with children -- and the children, in particular -- to avail themselves of what really is the number one best anti-poverty strategy that has ever been invented, which is finish high school and go to college? And our small contribution has been to say, what can we do to be a positive influence in the lives of these families to help them move towards stability?

I really want to thank the Mayor and the City Council for their partnership. You have been wonderful supporters of the work that we have done. I want to thank the board, the trustees of the Lowenstein Trust. I did not have the pleasure ever of meeting Steve Lowenstein. The people that I know who did know him impressed me not only with what

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they say about Steve but also just in the lives that they live. He had truly an impressive group of people that he was connected to. I want to thank the volunteers who are here today, and particularly the New City Initiative board. We have Jeanne Kaliszewski, who is here -- our board president. We have Ann Hudson. And I also want to say, particularly, Mohamed Alyajouri is here, and in light of what was referenced before, we want to really express our appreciation for the partnership of the Muslim community as a part of New City Initiative as a part of the network of congregations and faith communities that we work with. I'm so appreciative, I'm so grateful, and look forward to lots of wonderful things in years to come. Thank you.

**Hales:** Let's hear it for the honoree. [applause] An excellent choice for the board to have made for all of us that know Paul and have had the privilege of working with you, and we're looking forward to a lot more. I would love to take a photo, if we could, with you and your board, Michelle. Maybe? And the honoree? That would be great for us.

**Harper:** That would be great.

[photo taken] [applause]

**Harper:** I have just one more thing that I want to say. I know that as leaders, you are leading in some very, very challenging times. And this award and your acknowledgment of how important it is to our city -- that is the fabric of the city and who we are and it's the thing that makes us very, very special and proud, It's just one of those things that -- you know, in a 24-hour news cycle, there is so much negative going on, but you know that there are exemplary people like Paul who has led an extraordinary life, and is one that we should emulate. It just lets you know that one person truly can be a catalyst to make a difference for an entire community.

**Hales:** Very true. Thank you, Michelle. Thank you all.

**Fritz:** If I might further comment. Thank you, Paul, for your discussion of the work that you're doing in creating that compassionate community. We are currently struggling with providing services for people living outside, and a reminder that it's up to all of us and the government can't do it all, private sector and faith community can't do it all, but together we can make a difference. And asking everyone who sends an ugly email to Council demanding us to go more, I ask you to think about what more you could do, and we all have to do more. Thank you very much.

**Hales:** Excellent, and one of the best things we do as a city, thank you very much. Thank you. OK, onto less noble things, but necessary actions this morning. Let's move then please to the regular agenda.

**Item 1279.**

**Hales:** That's the transition I was talking about from taking care of homeless people to picking up the trash. Second reading, roll call, please.

**Item 1279 Roll.**

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

**Item 1280.**

**Item 1281.**

**Item 1282.**

**Item 1283.**

**Item 1284.**

**Item 1285.**

**Hales:** OK. Commander Leloff is here to explain this big package.

**Michael Leloff, Portland Police Bureau:** Good morning, Commissioners and Mayor.

These are the remaining of the 15 -- Forest Grove is the fifteenth coming back in this year, so, it's 15 partners running transit police. Portland Police Bureau is the primary agreement, and we are in command and control of over 570 square miles of the tax district and all rail

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and bus. So, it takes 67 sworn officers and three non-sworn to run that division, and so these are the remaining.

**Hales:** Alright. We had an extensive discussion about the guidance for this program, which I think has been very helpful for us as a community, so wanna appreciate that from the Council. Questions or concerns to raise?

**Fritz:** I do appreciate the discussions that we've had about the purpose of the police, and I appreciate the second finding that the main priority of the TriMet transit police division is not enforcement of fare requirements but to provide security and safety services for the TriMet system.

My understanding is that this implements the intergovernmental agreement that you negotiated over the summer, and it would be difficult to change that, so my question is, how will -- this is a five-year, essentially, a five-year contract that will doesn't come back to Council for another five years, it automatically renews. How will I get a report on the transit police's actions to address my concerns about fare enforcement being a prime motivator?

**Leloff:** I can do that in written form yearly if you'd like, and we can have a discussion. We are revamping the way that we do transit policing in 2016. It's gonna be a new year. You're going to see an education mission next week where officers are on the system -- we're going to be hitting some themes. Look both ways, been seen be safe, protect your valuables, see something say something -- we're going to start down some social media and really talk about what we do.

Our priority is high visibility deployments, getting to calls for service, any accidents involving a TriMet vehicle and another, and those are priorities. I can create and we are going to create a different model of tracking what we do. We are not about fare enforcement and writing citations. We are about behaviors, we are about safety, we are about security of the system and the 320,000 trips per day that our riders enjoy. So, I am open to suggestions on that. I am revamping the way that we track what we do.

The number one thing that we track is high visibility deployments. And that's really what we want, and really kind of mapping out where our behavior issues are and trying to deploy into those areas. So, I am open to that conversation in a yearly written form or a report to Council in a yearly form or whatever your suggestions are.

**Fritz:** I would appreciate a report to Council first in written form and then on the Council's agenda so that we can have an ongoing discussion. I really appreciate that offer.

**Leloff:** You bet.

**Fritz:** I have a question -- thank you, Mayor. I often see people get on the bus and ask for a ride, say that they don't have a fare and often, the driver will say, sure, however, if somebody gets on to inspect it -- "it's your problem, not mine" essentially. And last week, I noticed somebody gave their ticket, their day pass to the driver when they got off saying, "Please give this to somebody who might need it." Is that something that's allowed under the TriMet rules?

**Leloff:** So, for the officers, we all carry tickets, and if we find somebody that needs a ticket, we carry them and give them out. We also have a 501(c)3 program where if you qualify, you can request free fares through TriMet. There's is a vetting process. So, an organization just wrote me a letter, and I put that through, so there's opportunities to give people fares, there's opportunities to request fares for a 501(c)3.

**Fritz:** But can we actually give them to the driver? Because what I've also seen is people taping them to the bus stop, and when it rains they tend to get really messy and they stick there until someone like me takes them off again. It would be really nice to know that we could give our day pass to our driver to hand to that next person who gets on. Of course, I'm usually taking the last 44, so nobody else is getting on that bus, but in the event that

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somebody was just commuting at rush hour, for example, and wanted to give it for the evening, is that allowed?

**Hales:** That's more of an operational question for TriMet, but I'm meeting with Neil McFarlane next week --

**Fritz:** Oh, good.

**Hales:** -- so I'll be happy to relay that particular suggestion --

**Fritz:** Yeah, let me reframe it to a suggestion that it should be allowed. And going back to the caring, compassionate community -- I'm not using my five-dollar pass anymore, I would love for it to be somebody else's so they wouldn't have to worry about whether a fare inspector got on and know that somebody took the time to give it. So, yes, if you could pass that along. Thank you.

**Hales:** Yes, I'll pass it on. And generally in a bureaucracy, what's not prohibited is allowed, but we'll check.

**Fritz:** Well, you know, as long as it's allowed, I bet there are others like me who would be more than happy.

**Hales:** We might actually want to encourage it, not just allow it --

**Fritz:** Exactly.

**Hales:** I get it.

**Novick:** Mayor, I can't resist noting that in the book *The Once and Future King*, where the young Arthur is turned into the ant to see what any society is like, the first thing he sees is a sign saying, "everything that is not forbidden is compulsory." [laughter]

**Hales:** Other questions for Commander Leloff? Thank you very much, sir, appreciate that. See if there is anyone that wants to speak on these items?

**Moore-Love:** We have two people signed up.

**Hales:** Welcome. Good morning.

**Veronica Bernier:** Good morning, Mayor. It's nice to see you. Good morning, Amanda, good morning, Dan, and good morning, Steve. Good morning, America, how are you? [laughs] I hope that you had a good night's sleep last night. I wanted to show you something.

**Hales:** There you go.

**Bernier:** There you go. Veronica's got it. I have the tickets this time. Periodically, my life seems a little disorganized. I better get closer to this microphone or I'll be lost. I wanted to let you know what I was doing. I've been in the northeast and in the southeast -- I'm from Portland State, my name is Veronica Bernier and I have a degree in public health. What we do in public health is -- [indistinguishable] -- among the people. Over the weekend, out on the street, every day, day in and out, 24/7 where they're watching people. And we're not nosy, but we do notice TriMet police, and they are doing their level best to help out -- I always support the police department, I always support the police chief. And I think that the men in uniform do a lot to help our city. Making the world safe is really important, and we all know what happens when people get busy on the weekends with shopping and there's holiday destruction and there's the seasonal affective disorders. Sometimes people get a bit out there. So, if you run into them, my advice is to give them wide berth -- about 10 feet. If the kids come in from Lloyd Center and do chin-ups on -- what do they call it, the bar thing? If they start doing that, just walk away from it and try not to get in the middle of it. Sometimes people get exuberant. But that's part of the nature of the policing with the TriMet system.

We have one of the best systems there are I think in the world for travel. TriMet gets you there safely, and our electric cars, our streetcars, the red line to the airport helps people coming and going, and it's possible to get by without a vehicle in this city. It's a very walkable and viable city. You almost don't need a car.

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However, when cars come in the middle of the TriMet world, sometimes some things do happen, so we had -- I have to tell you one tiny incident that is real. The other day on the red line to the airport -- or it was the blue line -- Ruby Junction, we had a sudden stop, and 53 people had whiplashes. It's unfortunate that one of them was G4S security, which I happened to know him because I know a lot of security people. I don't mean to make a -- it's not a joke. That sounds funny. Let me say this again, I know a lot of people would work in the security field having been a Wells Fargo guard, and I did notice that when we had the -- there's one area when the rails are wet and leaves get in the rails, the brakes can grab, and this did happen, and about 53 people were affected by it. So, you do know that if it comes up again you may hear from somebody -- some chiropractor or some lawyer. It doesn't mean that TriMet is doing a bad thing, but it's just a function of the cities and rainy days and things like that. But I do have this to say -- TriMet always seems to show grace under pressure, and they do the right thing when they find the damsel in distress -- which could be anybody. Thank you.

**Hales:** Thanks, Veronica. Thank you very much. Charles?

**Charles Johnson:** Good morning, Commissioners. My name is Charles Johnson, and I thought we would have had Assistant Chief Modica, but I know sometimes resource allotments change in the police department. I wanted to echo from the citizens the idea that Commissioner Fritz put forth. Under federal regulation, institutes with higher learning, the police and public safety departments have to do a report -- and I'm glad to hear that our Portland police officer who will be working and managing this program is very open to doing the same. I think that -- actually, I hope that the mayor, as Commissioner of police, you will encourage him to talk with Chief O'Dea and the people who do the technical stuff who make sure the Twitter goes out and the Facebook page is updated. Because I think that really what citizens expect in this day and age is engagement and information from their police department, and so to see not even just an annual report so that we can work with Commissioner Fritz to check up on whether fare enforcement has become prioritized, but a listing, there -- when colleges publish their statistics about crimes on campus, some fear goes along with that. But we need to face fear and deal with the situation as it is reported by the statistics. So, it will be great to see that TriMet police have somewhere in their capacity to disclose daily or weekly, what the nature of their policing has been. How many phones were stolen, did anybody have to be taken into custody? And on the positive side -- that they were able to provide 17 people that were in financial distress with emergency tickets and such as that. I think that since we talked about the other 15 partner agencies, this issue has been covered comprehensively. I want to again ask the mayor and thank all of you for your encouraging the Portland police to do this high visibility policing that's strictly focused on passenger security, safety, comfort, and making TriMet more enjoyable systems to partake in.

And also, I failed to mention earlier -- Happy Hanukkah to you all, especially to Dan Saltzman. This is the third day. Sunday was a busy day, there were some climate marchers left. Beth Israel will be having a Hanukkah event this weekend, and may light and joy increase in our city.

**Hales:** Hear, hear. Thank you.

**Lightning:** Good morning. My name is Lightning, I represent Lightning Watchdog PDX.

First of all, I have a problem with the police having anything to do with the TriMet transportation system. I would like to see more private companies such as the G4S and various companies make bids at a lower price. I feel that we don't have enough police officers as it is, and focusing on the TriMet is just taking them away from other areas that we could focus on.

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I have another issue on the fare enforcement from the police themselves. I have never seen a police officer ever give a TriMet ticket to somebody. Maybe I am just one of the few people out there. I tend to see police officers enforce the fare and to a lot of people that do not have enough money to pay it, and they end up having to do some type of community type of work, which is far higher than the five-dollar ticket. I'm still questioning that -- that we have community service from individuals that can't pay a ticket, and if that is even legal, in my opinion, and I do want to have that looked into if that program is still proceeding forward.

Again, like I stated, I don't see why we have Portland police on TriMet. We don't have Portland police on streetcar. In my opinion, the streetcar is run much more efficiently than TriMet. We don't seem to have any concerns on safety on streetcar. I've been on a streetcar before and they asked you for your ticket. I can't seem to find it. "Well, you can leave the streetcar at this time if you like, we're not going to write you up for a fine." "Thank you very much." That is just good customer service. That is people you want to come back and pay the ticket and keep coming back and riding on their service. I've never seen that with Portland police on TriMet. I've never seen them talk to people in a reasonable manner when they are trying to enforce their fare. I've never seen that. They are not customer relations for TriMet, so I question on why we have Portland police on TriMet. We have other security people that can do a better job at a much lower price. And in my opinion, Uber and Lyft will cut the profits for TriMet. We don't need to pay for Portland police. Thank you.

**Hales:** Thank you. Anyone else? OK. These are all ready for roll call vote, please, so let's take them in order.

**Item 1280 Roll.**

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

**Hales:** Well, I appreciate both the discussion and the interest in these relationships that we have. If you haven't had the privilege of working with the Commander Leloff -- because he was our North Precinct commander before this assignment -- you will find that he is really good at working with the community. So, I think that the fact that the Council is really interested in making sure that that is a healthy one -- we've got an implementer in Commander Leloff who will make that work very well. So, I appreciate your good work here. Aye.

**Item 1281 Roll.**

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

**Item 1282 Roll.**

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

**Item 1283 Roll.**

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

**Item 1284 Roll.**

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

**Item 1285 Roll.**

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

**Hales:** Thank you very much, Commander.

**Item 1286.**

**Hales:** Good morning, Gale. Welcome.

**Gale Baird, Bureau of Human Resources:** Good morning. My name is Gale Baird, I'm the training and workforce development manager for the City, and I'm here for Anna Kanwit, our BHR Director.

The ordinance that you have is to enter into a new agreement with Southeast Works, which is part of the work source program, in order to provide the work experience

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and work internships to underserved populations. So, these are individuals who may encounter barriers to employment due to lack of skills, due to being low income. Many of them are on government subsidies, and we see this as a new opportunity for the City to provide opportunities for skills development while also serving short-term needs for bureaus for project work and other types of assignments.

**Saltzman:** Is this new or is this continuing?

**Baird:** This is new. We have many agreements -- so this is administered similarly to the SummerWorks youth program. It's limited term. Finite amount of hours that are permitted. And we have not done this before with a work experience type of program. These are not necessarily students, although many of them may be enrolled in a GED program or some other type of skills development opportunity.

**Fritz:** My understanding is that there is no cost to the City other than staff time.

**Baird:** That's correct, yes, Commissioner Fritz.

**Fritz:** Do you know how they do their outreach to disadvantaged students, and is that including students with limited English proficiency?

**Baird:** Yes, it is. In fact, they have outreach programs to immigrants and other individuals with limited English skills or who are -- English is their second language. And they actually operate out of the center, which was expanded in May 2014, at the work source center in Southeast Portland on Foster Road. I think that Mayor Hales, you were there to attend the grand opening of that center.

**Hales:** They do amazing work -- they really do -- in terms of the reaching the communities who would otherwise simply fall through the cracks.

**Baird:** Yes.

**Hales:** Gale, thank you so much. Anyone else like to speak on this item this morning?

**Moore-Love:** We have one person signed up, Charles Johnson.

**Charles Johnson:** Good morning, Commissioners. As more and more people in the city are discovering, unemployment numbers are mysterious, if not cooked. And I hope you will take the issue of helping young people move into the labor market seriously. It actually also relates to mental health. When people have something they're doing something -- even if it's something that's not fulfilling, even if it's "I don't like my job much, but I do it well, I earn some money, and I buy the things that I like," that's a better situation to be in than frustrated with no money. So, I know it's probably only technical that this program is with the agency that's name is in southeast. I hope that will take seriously our equity lens commitment and make sure that people in north and northeast and everywhere -- youth from all over every square inch of the city have equal access to programs that will help them to transition to work and even meaningful careers. Thank you.

**Hales:** Thank you. OK, thank you both. This is an emergency ordinance, so we'll take a vote.

**Item 1286 Roll.**

**Novick:** Aye.

**Fritz:** Thank you for this partnership, I believe we put ongoing support for Southeast Works into our budget last year. And I know that every year up until now, we have put one-time funding for Southeast Works, and I am very glad to hear it confirmed that we put them in ongoing funding because, as the Mayor said, they do amazing work and they do outreach all over the city and provide opportunities to youth and others who would otherwise not be getting service. I'm very grateful to you for adding this component of workforce preparedness. Aye.

**Saltzman:** I, too, appreciate your reaching out to Southeast Works and getting this partnership going. Aye.

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**Hales:** This is a great example of how the City synergizes with what great nonprofits or other governments do. So, thanks, Gale, for putting this together. And Charles, I don't think that the unemployment numbers are cooked but I think that they illustrate the danger of aggregation, which is that overall, Portland economy is great, unemployment is low, but that's not true for everybody. And in fact, there's some members of our community that it's really not true for. So, you know, hidden in that positive average of under 5% unemployment are some people in the community that are really struggling, and this program is aimed directly at helping them. So, it's a great piece of work. Thank you. Aye.  
**Item 1287.**

**Hales:** Commissioner Novick.

**Novick:** The purpose of this item is to address an area of our code that is out of compliance with state law. And State Senator Chuck Riley brought this to our attention. It's a pretty simple fix. I'll ask Mr. Kramer to explain.

**Patrick Kramer, Portland Bureau of Transportation:** I didn't have too much of an explanation, it's pretty straightforward. Senator Riley did write us a letter suggesting that we change this specific part of our property impound code, which is 7.24.050. And excuse me, I didn't introduce myself or anything -- Patrick Kramer, PBOT, and good morning. Sorry.

So, he suggested that we change our private property impound code to comply with Oregon Revised Statute 98.854. So, these pieces of code and statute have to do with authorization required to tow from private property. And so we consulted with the City Attorney's office, and we agreed that it was advisable and appropriate for us to make this amendment that's before you today. And we've also done the outreach to the towers to make very clear what the expectations and standards are, and that they will be enforced.

**Novick:** Specifically, the change is to add language to our code like in state law that says that the tower must first contact the private parking facility owner at the time of the tow.

**Kramer:** Yeah, exactly.

**Novick:** Even if there is a previous written authorization for towing in general, there should be a specific notice of the time of tow.

**Hales:** Oh, good. OK A positive change, in my opinion. Other questions for Patrick? Thanks very much. Anyone signed up on this item?

**Moore-Love:** I did not have a signup sheet.

**Hales:** If there's no one to speak on this, it will go to second reading. Let the record show it's always a good idea to follow law.

**Item 1288.**

**Hales:** Good morning.

**Scott Gibson, Bureau of Environmental Services:** Good morning, Mayor and City Council. My name is Scott Gibson, I'm with the Bureau of Environmental Services and I'm here today to ask for authorization for a construction contract on the Columbia Boulevard wastewater treatment stormwater pump station number two west.

The Columbia Boulevard Wastewater Treatment Plant has a peak capacity of 400 million gallons a day. It treats both a combination of sewage and stormwater from our collection system. The plant also has one permitted stormwater outfall that discharges to the Columbia slough under permit with DEQ. This outfall is for rainwater only that lands on the plant campus. This is called a 1200-COLS permit and now requires treatment to return before it is discharged into the Columbia slough. The plant current has two other stormwater pump stations on this campus, and this will be the third.

This project is required by DEQ in order to maintain compliance with our permit and to provide protection to the Columbia slough. The issue at hand is phosphorus from the stormwater campus. To achieve the 1200-COLS compliance, the project will modify the

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existing stormwater collection system and convey the flow to a new pump station. The new pump station will collect and pump the rainwater into the wastewater treatment process. This is how the other two stormwater pump stations work.

The estimate for the construction contract is 880,700. Our confidence on the estimate is high. In fact, bids were received already. Christine Moody will be here with her presentation forthcoming, but the lowest bidder was significantly below that at 615. The schedule for design and construction was accelerated in order to ensure the compliance with our DEQ permit, which states that this project shall be complete and operational by July 1st, 2016, which is not too far off. So if you have any questions -- oh, I forgot to toggle through the slides. If you have any questions, I'm here to answer them.

**Novick:** This is kind of off topic, but over the last couple months, there's been some dispute over who is Bill Ryan and Scott Gibson. [laughter] Will you confirm that you are Scott Gibson?

**Gibson:** I'm Scott Gibson, yes.

**Hales:** Yeah, he impersonated you. Badly.

**Gibson:** Badly.

**Hales:** Scott, thank you very much. No other questions. Anyone want to speak on this item? If not, it passes to a second reading. And now we have another BES item, 1289.

**Item 1289.**

**Hales:** OK. And we still have the real Scott Gibson here to explain?

**Scott Gibson, Bureau of Environmental Services:** That's right. Good morning, Scott Gibson, for the record. So, more than long one-third of Portland's public sewer pipes are over 80 years old, and Environmental Services has an ongoing program to repair or replace these aging sewers that are in poor condition. The bureau will start construction next summer on a project to repair about 11 miles of old sewer pipe in Portland's Woodlawn and King neighborhoods.

Some of the sewers scheduled for repair are not accessible from the public right-of-way, and Environmental Services needs to acquire easements to repair these. In this instance, the City does not have an easement for an existing sewer in a backyard on five properties. And in coordination with our repair, we're going to remedy the fact that those projects are not encumbered by an easement and will procure a new easement on those five properties. If you have any questions, I'm here to answer them.

**Hales:** Questions?

**Fritz:** Have you made contact with each of the five property owners?

**Gibson:** I believe we have. Unfortunately, I couldn't talk to the project manager this morning, but we will typically do that as the first step.

**Fritz:** Did they also get mailed notice of this proceeding?

**Gibson:** Commissioner Fritz, typically we do the ordinance sort of separate from the communication issue. That's under the advice of PBOT right-of-way agents. We always approach all of these owners as soon as we can with the information and attempt to negotiate a fair settlement that doesn't use the eminent domain authorization. There is something that the right-of-way agents have told us that we want to make sure that we get the authorization for condemnation on record before we begin serious negotiations.

**Fritz:** Right, I understand that. I find eminent domain one of the things I'm most cautious about as a City Council member. The taking somebody's property, even with just compensation, is a significant thing in our community. So, it's a non-emergency ordinance, I see. Right?

**Gibson:** Absolutely.

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**Fritz:** I would like you to affirmatively let me know before my vote next week that, in fact, the property owners -- as well as the residents, if different -- were notified about this so that they can express the concern if they have any.

**Gibson:** I will do that immediately when I get back to the office. Thank you.

**Hales:** Other questions? Thanks very much, Scott. Anyone want to speak on this item? If not, it passes to the second reading. You got a lot of projects going on in this bureau.

**Item 1290.**

**Hales:** Second reading and roll call, please.

**Item 1290 Roll.**

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

**Item 1291.**

**Hales:** Roll call, please.

**Item 1291 Roll.**

**Novick:** It's one of those votes where I'm scared that I have the responsibility to vote on something worth 10 million dollars. Aye.

**Fritz:** And I particularly appreciated the presentation last week showing that the bureaus that might need aggregate are working together so that we can buy in bulk and distribute in places that makes more sense operationally. So, thank you to Commissioner Novick and others who are working on that. Aye.

**Saltzman:** Aye.

**Hales:** Aye.

**Item 1292.**

**Hales:** Second reading and roll call.

**Item 1292 Roll.**

**Novick:** Aye.

**Fritz:** This is the first time that I've seen the building amenities listed including a dog washing station as well as -- but there's also a rooftop, community room, and outdoor terrace with a movie screen, so it does sound like a great project. Aye.

**Saltzman:** With these next three votes, we're bringing online 82 additional units of affordable housing. I wanted to thank in particular Dory Van Bockel and Andrea Matthiessen of the Portland Housing Bureau for all their work on this program to make it more successful. Aye.

**Hales:** Aye.

**Item 1293.**

**Hales:** Roll call, please.

**Item 1293 Roll.**

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

**Item 1294.**

**Hales:** Second reading and roll call.

**Item 1294 Roll.**

**Novick:** Aye.

**Fritz:** You know, people wonder what are we doing to promote affordable housing, and my crack staff have noticed here -- my excellent staff, I shouldn't use that -- my excellent staff noted that the City will forego \$1.5 million of revenue over the 10-year period for this tax exemption. That's one of the hidden ways that we don't have in our general fund budget that we are saying that yes, this is really important. I particularly appreciate this one because they are including the utility expenses in the affordable rent, so we know for sure that a lot of people are going to be housed under this particular benefit. Aye.

**Saltzman:** Aye.

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**Hales:** Aye. I can see how everybody -- the look on Rachael's face -- that we might have to make the dog washing stations mandatory. [laughter] Thanks very much. We are done with the morning agenda and recessed until tomorrow at 6:00 p.m.

At 10:37 a.m., Council recessed.

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**Closed Caption File of Portland City Council Meeting**

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Key: \*\*\*\*\* means unidentified speaker.

**DECEMBER 10, 2015**

**6:00 PM**

**Fritz:** Good evening, everybody. Can everybody hear me OK? Wave at the back if you can hear me. Yay, thank you. Good evening. I'm Portland City Commissioner Amanda Fritz and I'm very happy to welcome you here to Parkrose High School for our third Comprehensive Plan hearing. Thank you for welcoming us here. It's great to be here in this community. I'm going to just give you a few logistical things but I'm going to pass it first to our great City Attorney who is working tonight, Linly Rees.

**Linly Rees, Deputy City Attorney:** Good evening. I need to let everybody know that there is a box of materials for the first item, 1295, sitting next to the Council Clerk that will be entered into the record placed before Council. When we get to the second item, we have a second box that's marked 1296 that will be entered into the record for that matter.

**Fritz:** Thank you. Mayor Hales sends his regards. He is hosting the West Coast Mayors Conference tonight, so he is not able to be here. I'm currently the president of the Council so I will be chairing the meeting. I like it when people call me Madam President, partly because it gives me an inflated sense of self-worth, and secondly because I think we have to get used to using that term because hopefully it will happen sometime in my lifetime. Other than that, there are very few rules and we try not to be very formal. So, you don't need to give your address when you come up and testify. Just your name is fine.

Certainly want to start also by thanking Superintendent Karen Fischer Gray. She also is not able to be here tonight, but she has been a wonderful member of the Planning and Sustainability Commission advocating for East Portland for many years, and so I just wanted to note her participation. It sounds like we're competing with some kind of sporting activity. I hope it's not a demonstration. We'll press on.

Tonight, there are two related hearings on the Comprehensive Plan, both continued from the previous hearings on November 19th and December 3rd. And we will have one more at Self Enhancement, Inc. in Northeast Portland on January 7th.

And the first item, 1295, adopts new and amended supporting documents. This includes a report from the community involvement committee, a revised economic analysis, a growth scenario report, and the citywide systems plan. So, we will take testimony on those issues first and then we'll move to the second item, although I'm going to have Karla read both items at the same time. If you're going to testify on the supporting documents, you need to testify just on the supporting documents, not on the other issues with the map in the plan.

The second item, which is Item 1296, is the new Comprehensive Plan. It includes goals and policies, land use map changes, and a list of significant projects. So, I hope you've all signed up for the item that you would like to talk on.

To maximize the number of people speaking tonight, we are limiting testimony to two minutes each, which we did at the previous two hearings also. There's a counter you'll be able to see when you get to the stage that will beep when you have 30 seconds left, and beep frantically and have a red light flashing when you are at the two minutes. If you could please just finish the sentence you're on at that point, the Council gets really grumpy

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when we have people go over time partly because we want to be sure that everybody has the same amount of time and that we get to hear everybody.

Since there's only three of us tonight -- Commissioner Fish is on vacation in New York -- we won't be able to take bathroom breaks, so we are going to have to finish at 9:00, even if we're not already done.

Also remember, this is not a popularity contest. If somebody has already said the item that you're interested in, you can either pass or come up and say that you agree with the previous testifier. You don't have to say it over and over again. The substance of your testimony matters a lot more than the number of people who say it. You will notice that the Council will be taking notes as will our Planning and Sustainability staff so that everything in the record will be noted and we will be responding to it.

It's very helpful if you can start by first your name and then specifically what are you testifying about. If it's a map request, give us the address of the property. If it's a policy, if you happen to know the number of the policy, that's also very helpful. If you're not sure about either of the things but you're here to express concern, that's alright, too. But if there is a specific something, if you can state it upfront.

Because you only have two minutes, I encourage you not to waste a lot of time thanking us for being here and thanking the planning staff for doing a good job. They have done a great job in a lot of cases, and you can use your time at the end if you say that, but it's really surprising how quickly two minutes goes. I'm sure I'm already at five minutes even in just in these comments.

If you have already testified at a previous hearing, if you could allow others to testify before you testify again. You may also testify in writing by emailing, sending letters, or using the online map app. If you have written materials tonight, please give them to Karla Moore-Love, our wonderful Council Clerk, and she will distribute them to us. We do have Portland Community Media who is broadcasting this, and you will be able to see it on Channel 30. We also appreciate their input and opportunities for people to comment. And they will have on their screen the email addresses and map application address. And again, thank you very much for being involved. Commissioner Saltzman or Commissioner Novick, would you like to make any opening remarks? Alright, then Karla, please read the items.

**Moore-Love:** OK. Also, we need to make an announcement that we do have a Spanish interpreter available if anybody needs Spanish interpretation services.

**Fritz:** Those folks are on your left, my right. And Karla will be timing so that the time of the actual speaker is the two minutes and the person translating obviously doesn't count into their time. She's really good at that.

\*\*\*\*\*: [indistinguishable] -- interpretación en español aquí en el parte de adelante a mano izquierda del auditorio. Gracias.

**Moore-Love:** Did you do roll call?

**Fritz:** First, a roll call of the Council, please.

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

**Item 1295.**

**Fritz:** Read the second one as well.

**Moore-Love:** I have them listed as a six and a six-thirty.

**Fritz:** OK, so just the first one. Do we have people signed up to testify on the supporting documents?

**Moore-Love:** I believe the sign-up sheets are still out front. I'll see if someone can get them in here.

**Fritz:** Thank you. There will be a brief interlude. When we get to testimony, Karla will tell you the number of people she's calling and then the next three or four. So if you can come

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down and be ready, that way you will have some kind of concept as to how long you might be waiting until your number gets called. Linly had previously commented that being on stage makes her feel like she should break into Oklahoma, so if you'd like to do that right now. Thank you.

**Moore-Love:** We have four people signed up for item 1295.

**Fritz:** Welcome. Please state your name for the record and you have two minutes. Oh, there's one other logistical detail. When you get to the platform if you can push the button to switch on your microphone and when you're done, switch it off so that others get to talk.

**Ellen Wax:** Hi, Ellen Wax with Working Waterfront Coalition. We respectfully urge you to return to the EOA's mid-range growth forecast, the forecast that Council adopted in 2012 and the forecast used by Metro.

The Comprehensive Plan is an aspirational document, a document full of our hopes and dreams for Portland and a document that addresses and plans for expected growth over the next 20 years. Planning for growth, housing, jobs, and people is addressed in every part of this policy document except for harbor industrial lands. How can we have a document that addresses growth for everything but not for the harbor lands?

The Planning Commission has recommended a low growth forecast as a policy choice, and it's not based on data. The Working Waterfront is asking Council to decide differently and not make a policy choice that impacts Portland's future, our industrial harbor future, and our middle income jobs future. Why does this matter so greatly to harbor businesses? It matters because it sends a negative message, the wrong message about what is happening in the harbor.

Substantial investment in the harbor has occurred since the Columbia River channel deepening in 2010, investment of more than 370 million. It matters because it will discourage opportunities for future investments by private and public entities. This low forecast will impact our ability to obtain public or private funding for infrastructure, brownfield redevelopment, and even harbor business expansion. All grant and investment concepts require future forecast information as justifications for the requested investment. We will not compete well if our own assessment of our future is not positive and is below the growth rate established by the region.

Finally, it matters because the harbor employs more than 31,000 men and women and supports 29,000 more employees that are largely paid middle income wages. If there's any place in the city that leadership should urge job growth, it's the Portland harbor. This is a place of job diversity and predominantly middle wage jobs. I urge you to change the Portland harbor forecast back to the most likely moderate growth as originally adopted by City Council in 2012. Thank you.

**Micah Meskel:** Hello, my name is Micah Meskel and I'm speaking on behalf of the Northeast Coalition of Neighborhoods, NECN, of which I have been a board member for over two years. NECN represents 12 inner north and northeast neighborhoods serving over 60,000 Portlanders. We're here to comment on the economics opportunities analysis.

NECN would like to commend City staff for the direction it took in this analysis and we feel it puts the city in a position to reach its projected industrial land needs while at the same time making our city health more livable. It balances the need of industry with the preservation of natural areas, all while revitalizing long vacant lands. We applaud especially the strategies laid out in the plan that focus on redevelopment and intensification of our current industrial land base in lieu of looking to natural areas and open space to satisfy new industrial demands.

Brownfields have long been an eye sore in our neighborhoods, especially in Northeast Portland. We look forward to the City in its prioritization of cleaning these up and re-establishing these currently unused parcels of land as economic drivers for our

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communities. It only makes sense that we look towards these already developed parcels of land in many cases located within our local communities to provide us with much-needed jobs and local economic growth. We also support strategies laid out in the plan that intensify and retain existing industrial lands, which maintains and in some cases can improve economic benefits of the current industrial inventory.

Again, we urge Council to continue in its efforts to provide for industrial land in this innovative and sustainable but also practical way that puts already developed land into better use while protecting our remaining natural areas. Thank you.

**Timme Helzer:** Good evening, my name is Timme Helzer, I'm from Hayden Island and I'm speaking in favor of your removing West Hayden Island from the industrial lands inventory.

As you review the comp plan, now is the time to do three things. Permanently take West Hayden Island out of the Comprehensive Plan's industrial lands inventory. Number two, memorialize the mitigations for future protection of West Hayden Island and the rest of Hayden Island that the Planning and Sustainability Commission so wisely affirmed in August of 2013. Number three, focus instead on the serious needs of the poorly-planned and build but now crumbling, unsafe, and the not-ready-for-the-future built half of Hayden Island.

Nearly two years ago -- two years of study in great detail, the Port's proposed industrial development plan for West Hayden Island. The Planning and Sustainability Commission got it right in August of 2013. It attached a number of very limited but protective mitigation requirements to the Port's proposal and sent it off to City Council. Six months later, January 2014, the Port withdrew its West Hayden Island marine industrial complex proposal from further consideration claiming the mitigation requirements made it too expensive to be built there.

Bob Salinger and I have almost made a career of speaking for the protection of West Hayden Island. We look forward to your considering this again as we've been fighting for this for almost 20 years. 20 years! Bob has been at it for 19, I've been at it for 15. Now is the time to take it off the industrial lands inventory list.

**Fritz:** Thank you very much. Does anybody else want -- any questions? Thank you. Does anybody else want to testify on the supporting documents?

So, the next item was supposed to be read at 6:30. As I mentioned, I'm feeling quite heady being president of the Council and I will ask my City attorney -- can we waive the rules and start the next hearing?

**Linly:** The reason that we are -- we created time certain so that people know that it will not begin before a certain time, and I think procedurally as much as I'm loathe to have everyone sit here for 15 minutes, that would be the appropriate thing to do.

**Fritz:** But practically, people who arrive now are going to be in line for another half hour, hour anyway, so the people who are going to be first in line have already gotten here and signed up.

**Linly:** Certainly, without the benefit of having heard others, but I -- procedurally, it is my job to tell you that it would be appropriate to wait until 6:30. You can do what you wish. And I'm happy to sign if that would help at all.

**Fritz:** One thing that I do want to do first is to change this because I can't see the lights so I have to listen very carefully for the buzzer to know when people are up. If we could maybe move the testimony boxes and use that to put the lights on rather than the chair.

**Saltzman:** Madam President, I would move to suspend the rules so that we can commence testimony on item 1296.

**Novick:** Second.

**Fritz:** I think we're going to suspend the rules and start again, with all due deference to our City Attorney.

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**Moore-Love:** Don't we need four people to suspend the rules?

**Fritz:** Oh, we need four people to suspend the rules. Dang it! I like it when people really know what the rules are, but golly, they get in the way occasionally. Trying to think if there's any other creative solutions.

\*\*\*\*\*: [inaudible]

**Fritz:** Unfortunately, that doesn't work either. We can't just ask the crowd what they want to do. Eric suggests somebody who didn't come to testify on the first item but could creatively make your testimony about that. Do we have any other announcements or anything for the good of the order? Would anybody like to talk to us about anything else since we can't do anything on the comp plan for another 12 minutes?

\*\*\*\*\*: [inaudible]

**Fritz:** Yes, certainly, come down and talk to us about the first measure. That would be lovely. Thank you.

\*\*\*\*\*: [inaudible]

**Fritz:** In the past and certainly on the next item, I will be strict about keeping folks on topic, but in this particular instance, if you have something interesting to say that would fill in the time, that will be fine. Welcome. Please state your name and have at it.

**Eli Spevak:** My name is Eli Spevak. I live in Northeast Portland. I did some history research of the comp plan process and found Portland's original zoning code map -- which you are about to get a copy of there -- from 1923. And you'll notice that I colored in -- it was black and white -- on the left side of the page, you can see I colored in the map based on today's zoning colors. So, the blue is multifamily, the yellow single family, and the red commercial industrial. There were four zones back then. You can kind of figure out what part of the city it is by where Ladd's Addition is located. I can hold this up, too.

I did this because I wanted to compare it to see what it is like today. If you look at the same section of today's zoning code map, it's almost all yellow in the residential zones. There's just little fragments of blue. That's why so much of close-in Portland is built out with plexes and things like that, because it was legal to put them all over Southeast Portland. Back in the original beginning of zoning, you could only -- single family was only a few little areas like Laurelhurst. Is this making sense, the picture?

I wanted to have that contrast because one of the housing types we most need nowadays are the small plexes, and you legally can't put them where it is yellow on the map. So, if you flip over to today's zoning code draft comp plan map, you see yellow everywhere, and you see little fragments of blue here and there. I'm from the Cully neighborhood. In the Cully neighborhood, there's a little thin strip along Killingsworth at the top of the page where you legally could put some affordable multifamily housing, like Hacienda has done. But most places it's illegal.

I think that I would encourage the City Council, now that you are empowered with the blue pencil, to use it to designate more of our city blue multifamily, because that's where we have a legacy of affordable housing in that zone from years ago. We need to create more of it now. And the best places to put it are frankly between yellow and red. Little buffer areas around the commercial corridors so we have a step down of zoning. I would encourage you to let our staff wield that blue pencil. I will be serving with the Planning and Sustainability Commission starting in January, so it's too late for me to help wield that pencil, but you guys still have a chance. Thank you.

**Fritz:** Thank you very much. [applause] Would anybody else like to creatively fill the next nine minutes? Come on up. This doesn't usually happen. Sorry about this, folks. State your name for the record.

**Joe Cortright:** Commissioner Fritz, members of the Council, Joe Cortright. I'm an economist in Portland. I live at 1424 NE Knott Street. My professional engagement right is

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an endeavor called City Observatory, which is a think tank that looks at cities and the factors that are driving city economies. We spend a lot of time thinking about what's driving the economy -- and particularly the housing market -- in the United States. While our focus is global, it has some important implications for Portland.

We're in the midst of a really dramatic transformation in the living patterns of Americans. After decades of suburbanizing and moving further away from the urban center, development and migration is back to the center of cities. And Portland is really at the epicenter of this movement. We're seeing lots more people wanting to live in the urban environment. The demand for urban living is increasing very, very rapidly. It's increasing much more rapidly than the market expands supply of housing, and it's increasing generally faster than we have allowed for or imagined when we were thinking about designating land for different land uses.

So, as you look to the future and think about the next 10 and 20 and 30 years, appreciate that the development patterns that we are going to see are going to be very, very different than they have been in the past. And given that very strong increase in demand for urban living -- which we're seeing in Portland -- unless we accommodate that, unless you expand the supply of housing in Portland sufficiently, that will inevitably drive up the price of housing. And so, the things that you can do to improve, to increase the housing supply in Portland are really essential to maintaining affordability for everybody. If we don't expand the supply, we'll see much, much higher prices. Thank you. [applause]

**Fritz:** Anybody else want to come on up and fill in time? When we get to the next item, I'm going to ask you not to applaud because it just takes time between testimony. So, if you can do the jazz hands thing, thumbs up or thumbs down whether you agree or disagree with somebody. But again, we're filling in time now, so you're welcome to applaud.

\*\*\*\*\*: I think we have a group of people that would like to talk. Should we line up, or?

**Fritz:** I don't know about that. You've only got five minutes. So, if you want to just push the button -- the one that's already on. And then after that, we are going to go back to the order of the people signed up.

**Dana Denny:** OK. My name is Dana Denny, and I've spoken to you several times before. I'm advocating for tiny homes and piggy backing kind of on Eli's ideas of using the blue pen more, and perhaps creating a specific area -- or if you had to zone, whatever -- and if you even wanted to experiment and have an area and try it out and see how it works out. Because it is a free way of bringing in affordable houses without having to build anything, without having to spend any of your money. If you could just allow tiny homes to come into Portland in some way. I know you have your rules and regulations, and I'm not any kind of authority on it, but I'm just asking again. So, I hope you can include it in this coming up. Something in the Comprehensive Plan would be nice. Thank you. [applause]

**Jim Karlock:** I guess real quickly, since I know time is very limited, I'll comment that high density --

**Fritz:** Put your name in the record, please.

**Karlock:** My name is Jim Karlock. Virtually all over the world, where you have high density, you have unaffordability. Building tiny houses will not solve the problem. The only thing that will solve the problem is getting rid of government restrictions on where you can build -- and I'm not talking about building in nature preserves and stuff like that, I'm talking about building on cheap land that is just a few hundred feet, maybe a few thousand feet outside of the urban growth boundary. That's what will give you affordable housing. That will put downward pressure on prices throughout the region and give us much more affordable housing. City after city, country after county, you find the same pattern. High density, unaffordability. Even Hong Kong -- one of the highest density regions in the world as far as I know -- the cost of a house is 16 times annual income. Or, excuse me -- that

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would probably be a condo or an apartment or something. And Portland used to be affordable before we had the urban growth boundary. That is the root cause of the problem. That is why people are paying double the rent they should be paying, double the cost of housing. It is government policy and this is the root of the problem. Thank you.

**Chris Brown:** Madam President, my name's Chris Brown, and I'm from the Cully neighborhood. I don't represent them, though. And what I'd like to bring up is the bonus program for housing, along with this -- I love everything else about this Comprehensive Plan, but the bonus program where you can build an extra story or have more land space that you use up -- for things that the community wants, and if it's something that the community wants, the community should be paying for it and not necessarily the people who live right next to one of these buildings that gets an extra story or an extra space. And that's all. Thanks.

**Fritz:** Mr. Klotz, you are going to be the last person on this item.

**Douglas Klotz:** Right. Thank you. Douglas Klotz. I am just speaking in support of the growth scenarios report. Getting the growth along centers and corridors I think is the right thing to do. It contributes to complete neighborhoods, transit access, bike access, BMT reduction and greenhouse gas emission reductions without development along these corridors. If there is where we're going to put the development, we need to allow the development to happen. And the fellow here reminds me that the bonus, which is primarily -- this is -- we're getting ahead of ourselves because that bonus is in the mixed use zones proposal -- which would be to allow a bonus of a stepped back fifth floor on a lot of the corridors to -- if you -- the developer provides affordable housing. So, that's the main. There's a couple of other things, but mostly it is for affordable housing. That's something that should be kept in consideration and you will be voting on it later. We need to get the development on the corridors, but also a block or so on either side. Not just limiting to the 100-foot depth of the lots that are right on, say, Hawthorne or Williams or something. We need to go a little bit further, and this is where the missing middle that Eli Spevak talks about -- you know, logically we would be situated -- if not apartment buildings, but at least something a little denser than the row house development which is the only thing that's allowed on those -- the band around the corridors. Thank you.

**Fritz:** Thank you very much. It is now 6:30, so we can read the time certain item. Thank you everybody who testified.

**Item 1296.**

**Fritz:** And the first four testifiers, please. Good evening. Just push the button before and after you testify and give us your name. We don't need your address. Thank you. Laurie?

**Laurie Kovack:** I'm Laurie Kovack. I live in the area near Lone Fir Cemetery bordered by Belmont and Stark, 26th and 30th. This is one of the few neighborhoods in the city that is proposed to up zoned. I oppose this zoning change.

This neighborhood is currently zoned completely single family. Under the proposed Comprehensive Plan, it will be completely rezoned to multifamily 1000 and 2000. Single-family homes which were built conforming to the current zoning code could have a 45-foot tall multifamily building constructed next door to them -- sometimes on three sides. I do not think this is fair. Let me repeat, a family living on a street currently zoned single family 5000 could find itself wedged between two multifamily buildings 45 feet tall.

Our neighborhood is completely built out with a majority of properties constructed before 1930. There are no vacant lots being considered for this rezoning. A building will need to be torn down for this zoning change to matter. One of the primary reasons this neighborhood works is that there are almost no buildings over two stories, whether single family, duplex, triplex, four-plex or apartment building, and we have all of those types of housing in the neighborhood. The fact that there is a continuity of height makes a huge

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difference in the quality of life for people living in single family housing next to multifamily. No zoning changes should be allowed that would change the maximum height or density of new buildings constructed on any lot.

In addition to harming the single family households in the neighborhood, the proposed zoning changes would work to undermine the stated goals of the City Council to protect affordable housing. If the proposed zoning changes are put into place, the buildings that make sense to tear down are ones that are currently providing affordable housing that the City says is so important to maintain. Once those buildings are torn down, affordable housing will not be constructed. The replacement properties will be market rate housing, and the current residents will be displaced. Please respect the current residents of this area and leave our zoning unchanged.

**Jon Denney:** Jon Denney, for the Portland Nursery zone change or comp plan change at 50th and Stark.

In 1980, the comp plan left our building in noncompliance. In 1991, the zoning code changes made on the balance of our property made us noncompliant. Prior to the passage of those changes in the early '90s, we were assured by the City that they would address any problems with the changes, that we just needed to write a letter and that they would address them after it was passed. The review of our concerns never happened -- they said because of budget cuts. In 1993, Earl Blumenauer recommended that I get involved with the inner Southeast zoning rewrite, which I did for two years. And after two years of meetings, it, too, was disbanded because of budget cuts. This leaves us 35 years later still trying to find relief from the earlier changes.

The results of this comp plan will have dramatic consequences for our business. After 35 years, our buildings are tired. We need a zoning change consistent with our business. The conditional use process was hard in the '80s, but I did manage to do a conditional use in the '80s, and it cost \$1500. The process now is next to impossible for a small business to cope with, time-wise or affordability. Garden Center magazine lists us consistently in the top 25 best garden centers in North America. Without a zone change, I'm afraid we'll be managing our demise, and we would like for you to help us so that we can plan, invest, and be part of Portland horticulture for another 100 years.

**Fritz:** Thank you very much. Can you tell me -- so is the proposed zoning what you want, or you want something different?

**Denney:** We would like for it not to be a split zone on the comp plan. We would like the whole property to be able to have the commercial designation for a retail business.

**Fritz:** OK. And was this raised at the Planning Commission level?

**Denney:** Yes.

**Fritz:** And I notice in your packet of information, you were talking about Clinton and 90th Avenue. Do you want to briefly talk about that one?

**Denney:** Actually --

**Fritz:** Oh, you got it --

**Denney:** Yeah. Actually, in the meeting that happened in January, we did submit the testimony on time, but the Planning Commission did not get it to the Planning and Sustainability Committee. We were a line item on the agenda but they never had our side of the story. So, I think that might be part of the reason that we didn't get --

**Fritz:** That's helpful to know, thank you. I know that they have a lot to go through, and not everybody was able to get in at that level. But it's helpful to me to know did they even discuss it or did they have reasons, and so that's why I asked. Thank you very much.

**Denney:** Thank you.

**Fritz:** Please go ahead.

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**Carol Finney:** I'm Carol Finney, I'm also here talking about Portland Nursery, but the 90th and Division location. In the Comprehensive Plan or PBOT's plan is a high-speed bus line that will go up -- as I understand -- up Division, over to Powell, and west on Powell. If it goes up Division, it's going to take away the center lane that's used for left hand turns, so that would eliminate access for all of the traffic coming from I-205 further east on Division or 92nd to get into our nursery. It has a huge impact.

I'm here tonight to ask if we could -- we happen to own land adjacent to the nursery that fronts on SE 92nd. It's currently zoned residential. If it's zoned mixed use commercial, we would be able to create a second entrance into our nursery, and therefore not be impacted by the high-speed bus line.

**Peter Finley Fry:** Peter Finley Fry. I'm here also on behalf of Portland Nursery. Slightly different subject, though. South of the Portland Nursery on Division, the Portland Nursery owns about an acre and a half of property that is zoned for residential and we would like it to be medium density multidwelling to offset the residential we're asking to become commercial. And our argument is fairly simple -- that when the comp plan was built, there was no light rail going to Clackamas County. We have a station real close. Also, there was no Division Powell high-speed bus line. And as you heard before we spoke, there's a lot of support for higher density housing on corridors and in appropriate location. So, we have provided you a map and we ask that you give us medium density multidwelling on that property. Thank you.

**Fritz:** Thank you very much. Welcome.

**Tamara DeRidder:** Hi, I'm Tamara DeRidder. I'm representing Rose City Park Neighborhood Association, population about 10,000. And also, the testimony for the first two items is supported by our Central Northeast Neighborhood, which is eight neighborhoods. I wanted to -- there's three over-arching issues in the testimony that I submitted to the City at this point on behalf of the neighborhood.

Number one is we really want you to support the information that came about in the livable cities study of 1993. This document includes the need for public parking in centers and along corridors, and it was never implemented. This is back when the zone was changed and there were visual preference studies done. Well, the higher density came about, but none of the parking did. And so, we're dealing with a lot of the problems related to that.

Number one, the chapter 9.6 transportation strategies for moving people on public streets -- it identifies bicycles as the second priority just after handicapped access but ahead of transit, carpools, electric cars, and even freight. There is a need to level the playing field here. The priority should be situational depending on the maximum throughput of people. We oppose this prioritization as in part it is aimed at reducing Sandy Boulevard from Hollywood to 82nd from a four-lane boulevard to a two-lane boulevard by adding bicycle lanes on each side, which we oppose. Also, the adding back in passenger vehicles into the Portland policy considerations -- it's been dropped out, by the way -- that and private vehicles. We have added the term multimodal back into the policy language so that passenger vehicles can continue to be part of the existing and future transportation policies. Also, we ask for your help in redesigning the 60th Avenue station area to promote healthy affordable housing by moving the high density off of I-84.

**Fritz:** Thank you. If you could give the rest of the testimony in writing. Just tell me again, what was that policy that you mentioned about the bicycles -- what is the number?

**DeRidder:** Chapter 9.6. And I have my documentation.

**Fritz:** Yeah if you could hand -- I'll look that over. Thank you very much.

**Sally Beck:** My name is Sally Beck, and this is the second testimony for the East Columbia neighborhood on transportation. I own property in the East Columbia

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neighborhood and serve on the neighborhood board. I'm here tonight to talk about the comp plan that is currently under review.

As I'm sure you're aware, the current proposal has many conflicts that have arisen between the Planning and Sustainability Bureau and people who live, work, or own properties directly affected by the comp plan. In our neighborhood, such a conflict has arisen. Our property and that of my neighbors is under the new plan slated to be IS, industrial sanctuary. None of these properties have a way to access industrial lands. The boundaries are such that it would be tremendously costly to try to erect a roadway designed for industrial use. And without going through an actual wetland or a mitigated wetland, it would be impossible.

Most of the other properties in our neighborhood are zoned R10 or R20. Why is it reasonable to drop a blanket zoning down on us? We have been told although we have larger lots that could accommodate more housing, it would be prohibitively expensive to get a zoning change to do so. So much for encouraging infill within the urban growth boundaries. Do we really want to pit neighbor against neighbor and individuals when it comes to the matter of zoning? Please put equal weight on the neighborhoods and individuals who are here to testify before you as you do the Planning and Sustainability Bureau, because we are the ones in the trenches and we love Portland as much as you do.

**Fritz:** Thank you.

**Ty Wyman:** Thank you very much, Madam President, members of the Council. Ty Wyman here tonight as attorney for Ramod and Kamala Chhetri. The Chhetris live at 3436 NE 48th with their two young -- their two children. Excuse me -- they wouldn't appreciate me calling them young. They are out in the audience tonight. I will have them stand up so you know who's really here speaking to you. They own and operate the Himalayan Art and Handicraft also located in the city, NW 23rd. I rise really primarily in reference to a letter I sent you dated December 4th. I also did give you a little handout tonight which was a nice summary that my good friend, the aforementioned Mr. Fry, put together sort of bullet pointing the issues with the Chhetri property. Again, the Chhetris are NE 48th. They are right on Fremont and right across from Alameda brewing, which may have advantages in some circumstances, but not when you are -- not when you are a single-family residential.

And to illustrate -- and so much of, you know, what we're trying to communicate to you tonight I think is difficult to do it in words, so we try to do it with some illustrations. The first illustration here with Chhetri home in green illustrates what has come before you from the Planning and Sustainability Commission. And they did a great job, of course, they were looking at many, many properties, but we think that they missed one here. And we think that the better result at this corner would be our second illustration, which would add the Chhetris to the commercial. So, you would have commercial on each side of Fremont at that location. You would also have commercial on each side of NE 48th. So you would create a node rather than leaving the Chhetris hanging out there with commercial on two sides.

**Fritz:** Thank you very much.

**Wyman:** We also have the neighborhood support as well.

**Fritz:** Thank you.

**Matt Brischetto:** My name is Matt Brischetto, and I own a number of historic properties in Portland. I'm here today to propose amendments to the comp plan for two of them. I'll give a brief overview and spend approximately 60 seconds on each. The first is 822 SE 15th, cross street Belmont; and the second is 2717 SE 15th, cross street Clinton. Both properties have been designated for mixed use zoning in the proposed draft of 2014 and subsequently had a retracted and recommended plan of 2015. I've provided you with maps

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of the proposed versus recommended for comparison. In both cases, they were one of the few properties retracted from the original zone change designation on these corridors.

In discussions with BPS, this retraction in 2014 and 2015 was a result of neighborhood testimony on broader blanket mixed use zoning on the corridors and concern about protecting original structures on these corridors rather than commentary on the specific properties. Over the past 12 to 18 months, I've had ongoing communications with BPS, the neighborhood associations, immediate neighbors, and Council staff to show that given the unique natures of these properties, a change in zoning actually supports preservation in one case and may support it in another.

The first one, 822 15th is a registered National Historic Landmark. I'm proposing a change from R1 to CM for the 10,000 square foot parcel which includes four identical Queen Anne Victorian homes. Utilizing Portland's historic zoning incentives program, CM density would provide marketable transfer development rights which could draw private funding for preservation activities. My intent would be to lift the homes and redo the foundations, among other structural improvements. As a national landmark, the structures are protected from demolition. Pouring capital into them adds an additional layer of buffer.

Support. Included is a petition of 40 signatures of Buckman residents, a number of which who have supported formal comp plan testimony. I've also included a hyperlocal map of residents along 15th and Belmont who have signed the petition, including homeowners of my immediate neighbors.

The second change is the homes on 15th and Clinton. CM zoning would allow flexibility for the following paths. Similar preservation strategy via National Landmark status, or bringing commercial services to a critical corner three blocks from the orange line MAX stop along Clinton, the Clinton bike corridor.

**Fritz:** Thank you very much. If you could hand in your written testimony as well, that would be very helpful.

**Brischetto:** Will do.

**Fritz:** Thank you. Welcome. Who would like to start?

**Ron Beck:** My name is Ron Beck, and my wife Sally and I own a six and three-quarter acre parcel at 9009 NE Levee Road, which is proposed to be rezoned as an industrial sanctuary. It's already been rezoned as a wetland and protected zone. And according to Gunderson versus City of Portland in 2011, you can't do both industrial and environmental overlay on the same parcel, yet it's been proposed.

Another problem is that there's no access to an industrial property in there. Levee Road is a three-block long very narrow street. One car only can drive on it at one time. It's a three block long street and to the south is a dedicated wetland and to the north is Columbia Edgewater golf course. It's a totally unimproved roadway and a small one-car wide strip has some paving on it. There are no sidewalks, curbs, storm drains, etc. The comp plan proposes to rezone our property as industrial sanctuary, but there is no physical access to our property.

After 18 years of complaining to the City about the development of the trucks facilities to our south, nothing has been done even though they are in complete conflict with the conditional use permits. They've allowed water to go on to our property and neighboring properties. They didn't plant trees to prevent noise. They didn't put in a structure to carry the water away. After 18 years of complaining to the City, nothing has been done about that. Airport futures decided that we are a wetland and -- [beeping] -- thank you.

**Fritz:** Thank you very much. If you, too, would like to pass in your testimony, that would be great. Thank you.

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**Doug Cook:** Good evening. My name is Doug Cook and I'm here representing Argay Terrance Neighborhood Association, which I serve as board chair. We request a modification be made to the current version of the 2035 Comprehensive Plan which designates portions of the site on the southeast corner of NE 122nd and Shaver for mixed employment and R3 multifamily. We see those designations as damaging to and out of character for our neighborhood and unnecessary to the City's overall planning goals.

The comp plan designates three mixed employment areas in our neighborhood, two of which we see as reasonable. The third located at 122nd and Shaver is an island of such use, so small as to make no significant contribution to the city's need for new sites for job creation. Mixed employment will feed car and truck traffic into an intersection which is the main route many of our children take to school. In addition, all uses will increase substantially with completion of Beech Park and the planned bike route on NE Shaver. There is no demonstrated need for mixed employment use as area-wide, commercial and office sites remain underdeveloped, or if developed, have a 50-plus year history of low rents and high vacancy rates.

As to the R3 designated section of the site, more than 40 percent of Argay Terrance households are now in multifamily units, of which a major portion rental rates considered affordable by the City. R3 zoning itself will not guarantee that newly-built apartments will be either affordable or family units. At 40-plus percent, this ratio is well above most residential areas in the city, and we do not believe it is in the best interest of our neighborhood for this ratio to increase.

Adjacent to the before mentioned new city park -- which we are very grateful for -- are three schools offering K-12 education, and it's also adjacent to a good-quality family neighborhood. This site in question is situated uniquely for single family housing. This unique and valuable resource should not be used for more apartments or highly speculative and unproven need for office or industrial space.

The association thanks the commission and City planning staff for open minded and professional review of the plan and the recent revisions which will help to keep Argay Terrace a safe and family-oriented neighborhood. We ask them for their continued help re-designating the area of NE 122nd and Shaver Street for R5 single family residential development.

**Fritz:** Thank you very much.

**Diane Gibson:** Hello. My name is Diane Gibson. I'm here representing Terwilliger Plaza. The primary address for Terwilliger Plaza is 2545 SW Terwilliger Boulevard. I'm also a resident of Southeast Portland.

Terwilliger Plaza is a nonprofit continuing care retirement community. We provide housing and health care services for seniors, and we've been doing that since 1962. Currently, we have more than 350 residents that live at Terwilliger Plaza and we employ about 200 employees totaling about 155 or so FTEs.

Since 1962, our campus has evolved and we have added both new buildings and new services in order to meet the needs of seniors in our community. As a result of that change in growth since 1962, Terwilliger Plaza's current property sits within four different zones in the planning map. I provided some -- there is a map in green of the properties that Terwilliger Plaza currently owns. We are anticipating the coming "silver tsunami" with the first wave of retiring baby boomers. And they'll keep coming. And realize that we will need to continue to change and grow to meet the coming needs. So, our existing four zones -- having those four different designations make master planning and any sort of future implementation in growth very complicated and extremely difficult, from what I understand. The majority of the Plaza's existing buildings have an RH designation, and we

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are requesting a single designation of high density residential be applied to our entire property. And again, the information is in the written testimony.

**Fritz:** Thank you. Do you want RH or do you want RX?

**Gibson:** We're looking for RH.

**Fritz:** RH across the whole property. Great. And was this raised before the Planning Commission?

**Gibson:** Recently, we have -- we didn't get it in in January, but we have been working with the Planning Commission on our particular kind of unique concerns.

**Fritz:** OK, great. Thank you. That's very helpful.

**Khanh Pham:** Good evening, City Council. My name is Khanh Pham, and I represent the Asian Pacific American Network of Oregon, APANO. We are proud members of the Anti-Displacement PDX coalition and we urge you to just say yes to the anti-displacement and affordable housing policies that are already included in the Comprehensive Plan.

The story of Portland is a tale of two cities. First, there is a city that we are so proud of -- vibrant neighborhoods, parks and trees, public transit, and a national leader in sustainability. This is the city that has been created through our current Comprehensive Plan adopted in 1980. But Portland is also a city that we should be ashamed of, because these improvements to our quality of life, this investment in development have pushed people of color and lower income residents out of their neighborhoods and out of the city. As Portland has grown, it has become more exclusive. Thousands of us are sent packing as housing costs go through the roof.

With this new Comprehensive Plan, we stand at a fork in the road. What kind of city will we be? Will we continue down the path towards displacement and segregation, or will we put Portland on the path to an equitable future where all of our neighborhoods are affordable and accessible for the full diversity of our people? We must change course and make Portland a city that truly works for everyone.

Today, you will hear from community members for whom Portland is not working. They have been evicted or priced out of their homes. Their communities have been torn apart by gentrification. Unless this new Comprehensive Plan does something dramatically different, their present reality will continue to be the story of our future.

Fortunately, changing course could not be easier. Just say yes to the anti-displacement and affordable housing policies that are before you. We are counting on you to put Portland on a new path toward an equitable future. Thank you.

\*\*\*\*\*: City Council! [cheering]

\*\*\*\*\*: Just say yes!

\*\*\*\*\*: City Council!

\*\*\*\*\*: Just say yes!

\*\*\*\*\*: City Council!

\*\*\*\*\*: Just say yes!

**Fritz:** Thank you very much. I notice there's about 15 people in the actual demonstration and a lot more -- could you raise your hand if you are in support of what was just said? [cheering] Great. Thank you very much. Thank you for all of your work getting the policies in at the Planning and Sustainability Commission level. That's very helpful.

**Pham:** Thank you.

**Fritz:** Welcome. Just push the button and you can state your name and get going.

**Michael Suh:** My name is Michael Suh. Good evening, Council members. I'm a small business owner in Northeast Portland and I own some properties. I am in full support of your new Comprehensive Plan for changing the zoning. I see -- I think it does help some of the properties that are not being developed now due to not being valuable just for one zoning.

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I currently own a property on 7212 NE MLK, 7232 NE MLK, and 7240 NE MLK. The Comprehensive Plan gives me a rule that they accepted the changes, but the code has not been changed. So, with my talking with the neighborhood association, they are in full support that this needs to be changed because every place around that is commercial, mixed use, but not my property. So, they don't know why it's not been changed. And to me, I can't develop this property because it's zoned residential, R5, which you build a small house, which a big lot on the corner of the road. If you give it for affordable housing, it's not going to pay the mortgage that you borrowed from the bank.

So, I'm pleading for the Council to kind of see what they can help pass the code, let this code go through. We can build this. The mixed use will help give some small businesses around, and that will bring employment for the small businesses or people that are in the neighborhood. And then secondly, it will give affordable housing for apartments that can be built on top of this mixed use.

**Fritz:** Thank you very much. Just to clarify, for the three addresses that you gave us, is the proposal in the Planning Commission's report what you want?

**Suh:** Yes, it's proposed for all of the three.

**Fritz:** And you're satisfied with what they proposed?

**Suh:** Well, I have no choice because -- at the moment --

**Fritz:** I just wanted to make sure that you're not asking for a change. You're asking for us to do what they said.

**Suh:** Exactly.

**Fritz:** Thank you very much. That's very helpful.

**Suh:** I have documentation that the neighborhood association actually is in favor of that option.

**Fritz:** And if you can give that to the Council Clerk, that would be great, or send it to the Planning Bureau. Thank you.

**Steven Keller:** Hello, Commissioners. My name is Steven Keller, I live at 5034 SE Belmont Street. I'm here to address the proposed zone and map change to that address. I've been residing at that address for 20 years, and I support the change from the current R5 to R2. I would also -- you know, since Eli came up and made the point about the blue color on the maps, I'd like to reinforce his position. I've seen property that Eli has developed in the Cully neighborhood, and it's very nice housing. It's very appropriate for the neighborhood. It's probably consistent with the community design standard. And I would propose that this property be considered for R1 in addition to the current proposed R2. It's on Belmont, which is a major transit route. It's very appropriate. My wife and I have commuted downtown to Portland very easily over the years by mass transit, and it is appropriate for that type of housing. Thank you.

**Brad Perkins:** Good evening. I'm Brad Perkins. I'm here mainly to talk about two congestion-relieving corridors that will help relieve global warming. The good news of the North/Northeast Quadrant Plan is in the plan, they suggested there needs to be more study for high-speed rail station stop at the Rose Quarter. The bad news is that most of the time that we spent talking about the North/Northeast Quadrant Plan was about the I-5 corridor and how it should be expanded, and there is no plan up to this day as to how that still will be done.

TriMet today is initiating a study to revamp MAX and bus connections just south of the Rose Quarter. I encourage the city to work with TriMet to help make it a regional transportation hub for not only transit but for cars, bikes, pedestrians, and water taxis. This type of planning connected to a new HSR station nearby will encourage mixed use development in the area. How might commuters travel from Tualatin to the Rose Quarter in the future in 11 minutes? Or Vancouver in six minutes? You can guarantee every day with

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frequent service. Well, the way we can do that is we can build a commuter express system in the same double track, exclusive corridor for high-speed rail trains going to Seattle or Portland half time you can do it by car.

The other corridor is the new plans for Sullivan's Gulch that need to be developed. The plans were approved by you guys July 25th, 2012. But it's past the time to fund an engineering study. We really need to get on board with this. It will be connecting all north-south bicycle routes in the area, and will begin the discussions with Union Pacific that are very important for high-speed rail connections and also for this plan. We need to get moving on it. Thank you for the time.

**Brian Richardson:** Hello, Brian Richardson. Like my neighbor earlier, I'm also speaking out against the up zoning of the region between SE 26th and SE 30th between Belmont and Stark from R5 and R2.5 to R2 and R1 housing.

Under the new comp plan, the entire area would be changed to this higher density which allows up to 45 foot apartment buildings in a neighborhood made up mostly of one and two-story houses and duplexes. I think the blue pen was brought out, but it was only placed exactly on my neighborhood. This entire area is made up of the same mix of housing, and I don't understand why my particular four-by-four block area was selected for these changes.

The changes go against the stated goals of the Comprehensive Plan, which says growth will be focused in centers and corridors. It does not describe my area. My neighborhood streets are not corridors.

One argument I've heard is the rezoning is to allow current apartment buildings to conform to zoning regulations, however, the 35 single-family homes in this small area would call convert to multidwelling, mostly R1. If someone can tell me how you can fit five units into a turn of the century four square, I'd love to hear it. Otherwise, if you wanted to build five units in that lot, you would have to tear that house down. So, if that isn't the goal, if the goal here isn't to tear down historic properties, then I don't understand why they need to be rezoned.

My neighbors and I have talked a lot about this the past few weeks. We know that it's wrong for our area. We hope that you're listening to us and will reconsider this and not target our specific four-by-four block area for tear down and reconstruction while leaving all of our neighbors alone. Thank you.

**Fritz:** Welcome, please start. Just push the button.

**Stephanie Stewart:** I'm Stephanie Stewart and I'm with the Mt. Tabor Neighborhood Association. I am speaking on behalf of that neighborhood association tonight, and we bringing you two issues. I will address one, John Laursen will address the other.

I'm specifically focused on a one block stretch on Hawthorne between 50th and 51st. In the 35 years since the comp plan was written, we have seen our neighborhood evolve naturally, and we have noticed now that that natural evolution of wear patterns isn't always in alignment with what the comp plan predicted, and we see this at that one block stretch between 50th and 51st.

So, when the comp plan was written, the lots lining Hawthorne were all zoned commercial, and they were done so at a similar intensity level all of the way up to 51st. However, there is an obvious transition that happens at 50th and Hawthorne. That transition is re-enforced in the transportation classifications. The transportation classification actually steps down two levels at 50th and Hawthorne, so it goes down from a district collector past a neighborhood collector down to a local street access. And it's also that transition right there at 50th and Hawthorne has also been reinforced in other public processes that our neighborhood has participated in, including the multiyear Hawthorne transportation plan process. I have documents -- I'm sorry, I forgot to give these to Karla --

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that will show you photographs if you like to see how the roadway diverts traffic from continuing east on Hawthorne and actually begins to drive people south on 50th at Hawthorne there.

So, again, it is an obvious transition at 50th. And today, the properties between 50th and 51st are all commercial and they're built out at a relatively low level of commercial intensity, very much the old main street feel of one and two-story buildings, and they worked nicely with the neighborhood. The relationship between those properties and the neighborhood is great. It's amenity level and a nice feel. We're advocating that we can maintain the commercial there but that we would prefer a lower level of commercial intensity for the designation between 50th and 51st.

**Fritz:** And what designation are you asking for?

**Stewart:** Whatever is the lowest level of commercial, and we're still a little unclear what that is. I believe it's the one underneath the mixed use new definition.

**Fritz:** Got it. Thank you very much.

**Steve Abel:** Good evening, Commissioners. My name is Steve Abel, I'm an attorney with the Stoel Rives office. Tonight I represent the Bill Naito Company, and the Bill Naito Company is the owner of Montgomery Park, an office building located on NW Vaughn and Northwest Portland. That property is currently zoned EX and has had EX zoning for many, many years -- probably decades or as long as EX has been in place. It's a 20-acre site -- which is quite surprising, it doesn't feel like a 20-acre site but that's a very large site -- and it's not an industrial sanctuary.

Mr. Naito when he rehabbed the old warehouse that was there, Montgomery Ward, took a substantial risk, and he had lots of -backed expectations about what would happen in the future. BPS proposes two amendments to that site, both of which the Bill Naito Company opposes. First it proposes that the property be downzoned to EG2, and at the same time EG designation to be amended as a matter of text to eliminate residential uses.

We have seen EX used throughout the city to create some of our best mixed-used neighborhoods. EX does that. EG does not. Without that residential component, we'll see a site that will become stagnant, we'll end up an office building with a sea of parking surrounding it and nothing more. And you must remember, this is a 30-year plan. We're looking to the future to try to find opportunities.

This is a perfect mixed use site. It provides something that most of the sites don't offer, which is the non-residential component already being in place. It provides an opportunity to add the residential component and provide that mixed-use environment. I was struck by Mr. Cortright's testimony earlier where we need to look for opportunities to provide residential use in this city, and this is a very important piece of property to provide that residential use over the next 30 years.

So, our ask is simple. It's to leave the existing zoning in place, EX, and allow this property to develop to its fullest capacity. Thank you.

**Fritz:** Thanks, Mr. Abel. Was this discussed by the Planning and Sustainability Commission?

**Abel:** It was.

**Fritz:** What was their reason?

**Abel:** I was not there. My client was there and presented. I don't know what the conversation was.

**Fritz:** OK. Thank you.

**Martha Johnston:** Martha Johnston, with the East Columbia Neighborhood Association. Good evening, Commissioners, Madam Chair. I'm a resident and board member of ECNA and I'm here to present the second phase transportation and access issues that are further reasons for our request to change the comp plan designation of the properties. You see

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the map before you -- again, you may recognize it -- so that we can talk on the same page. From industrial sanctuary to residential, R20 designation. Homes in this area gain access to the public road system only NE Levee Road -- you can see it in red, NE Levee Road.

**Fritz:** Can I interrupt -- we've heard about this property. Is this new information?

**Johnston:** Yes -- well, we haven't presented it yet.

**Fritz:** It seems like we've heard this same issue at the previous two meetings as well.

**Johnston:** We were talking about open space at that time and environmental zones.

**Fritz:** OK. Keep going, then. Sorry, I wanted to make sure that this is new information.

**Johnston:** Mm-hmm. The road is a narrow two-lane local streets without full improvements. There's no outlet to the east because of the major drainage slough. You can see the west to the east, the PEN 2 canal. There are no outlet -- NE Gertz Road contains a major truck barrier. It's a tight radius traffic circle so that trucks can't get in through the area. That keeps industrial traffic out from the neighborhood service streets. It's constructed to keep that out. Northeast 13th is posted no truck signs at the NE Marine Drive, therefore there's no legal large traffic route to this area from the north. And B, industrial property, the south has existing frontage and access necessary for the traffic on a portion of NE 13th Avenue of the unimproved part of 13th, which effectively disconnects the industrial traffic from the residential streets to the north. I'd like you to look at map two. And you'll see at the -- you follow Levee Road down on the right to the seven parcels. You will see a blue in the industrial area. That is wetlands mitigation for the industrial development when it went in in the '80s. Therefore, it further restricts any hope of ever having any access to those parcels for an industrial development. Thank you for your time.

**Fritz:** Thank you.

**Richard Surgeon:** Hello, I'm Rick Surgeon, I'm one of the property owners on this proposed site for -- on IS zone change. I'm totally opposed to it. I'm very much -- very much want the property to go R20. I have lived here for 45 years. I've seen nothin' change in the immediate area of the residential property except more residents. I give you pictures there -- if you look at the fold-out -- shows all of Levee Road, all of the houses -- yeah, that's the one you have in your hand there. All Levee Road, zoned R20, on the whole thing, from one end to the other, either R20 or farm and forest. There's just no access for industrial property, as she said. And it's just -- it can't be done. I've measured the road or the city map shows the new housing development that was put in. That is 300 feet from my property. 300 feet. And it just can't be industrial. There's no way it can be accessed that way. I bought this property for retirement. If I'm not allowed to put even one house on three acres other than the one I have, I'm done for, basically. I'm really just asking it to be the R20 zone to be allowed. The road is 10 feet wide. There's pictures that show the end of Levee Road at the end of my property, and I don't know what else to say. I'm getting tongue twisted. All I know is that all of Levee Road either has R10 or R20 from one end to the other, except for our property, five properties, that are farm and forest that you want to turn into industrial sanctuary, which would butt up against our 20 anyway. Can't happen. Thank you.

**Fritz:** Thank you. The testimony tonight and on previous occasions has been compelling on this. This is definitely on our radar. Thank you.

**Surgeon:** Oh, one other thing?

**Johnston:** [laughs] You're done, I think.

**Surgeon:** OK. Three quarters of it is surrounded by wetlands in a buffer zone.

**Fritz:** Good evening. Go ahead, please, John.

**John Laursen:** John Laursen on behalf of the Mt. Tabor Neighborhood Association. I'm actually here to testify on the same Portland Nursery on Stark Street issue that you heard about earlier.

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The Mount Tabor Neighborhood Association has voted to support the staff report on that property, which maintains the split zoning, but recommends that the non-conforming use on the residential portion of that be changed to conditional use. And it also extends the commercial zone by 123 feet depth end of the property so that it gives it -- makes the commercial zone much bigger but it maintains the residential classification on the south side of the property.

As a neighborhood, we overwhelmingly support Portland Nursery. We want them to continue in business. We love them. We have expressed that to them directly, and we've met with them several times about this issue, but we cannot condone the idea of turning that whole property into commercial, because if it's all commercial, than that potentially opens the door for it becoming more valuable for some kind of other development rather than nursery. So, the risk of that in relationship to the surrounding residential property would really change the character of the neighborhood.

We believe that the Bureau of Planning and Sustainability staff has done an excellent job of finding a middle path by extending the commercial zoning and changing the nonconforming to conditional use. We think it is an elegant and well thought through proposal and one good for everyone involved. The staff report will improve the zoning situation for Portland Nursery while offering continued protection for the character of the Mt. Tabor neighborhood and the surrounding residential area. And we hope that the City Council will see the wisdom of this carefully-crafted solution.

The owner's agent, Peter Fry, who you also heard from, proposed a possible special designation of some sort for nursery properties within the city that would allow outright use as long as the property remains a nursery but that would revert to residential zoning at such time as a nursery use goes away. And we would happily support such a thing. We are open to working with the BPS staff and nursery owners to seek such a creative compromise. But if that special designation is not possible, we respectfully request that the City Council uphold the staff proposal.

**Fritz:** Thank you. I really appreciate you explaining both sides of the issue and obviously another site that needs more discussion.

**Laursen:** Yeah. And we would love to work with them on that.

**Fritz:** Thank you. Terry?

**Terry Parker:** Terry Parker, Northeast Portland. I've got my own hat on today. Even though a Metro survey clearly shows a clear public preference for single-family homes, up-zoning related to the comp plan in working class neighborhoods virtually gives the bulldozer operators a license to plow through and destroy numerous entire blocks of single family homes. Please take a look at map A on the seventh page in my handout. In my neighborhood, Rose City Park, there is a large swath of properties proposed to be up zoned near the 60th Avenue MAX station. This portion of the neighborhood includes affordable starter homes, well-kept working class single family homes -- many of them in better shape than the Portland Building -- and a few duplexes and multifamily units that are scaled to fit within the single family homes. Now take a look at the left side of the same map. You'll notice that no up zoning is proposed for the more affluent Laurelhurst neighborhood, which has a direct pedestrian connection over I-84 to the MAX Hollywood station. With map B, you also note that there is no up zoning for the even more affluent Eastmoreland neighborhood near the new Bybee MAX station.

I am not suggesting that any portion of Eastmoreland or Laurelhurst be up zoned, but neither should up zoning apply in a single family home area of working class neighborhood such as Rose City Park. The mere fact that low income and working class neighborhoods are proposed to be up zoned while affluent neighborhoods that have similar proximity to a MAX station escape up zoning demonstrates bias, discrimination, it

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fosters more limits on the opportunities for the less than affluent classes of people to make an investment in homeownership, and it could be construed as a departure from neighborhood diversity. Working class single family home neighborhoods deserve the same equal protection as the affluent neighborhoods.

In conclusion, I oppose the proposed wholesale up zoning of the single family home neighborhoods that are contiguous to the 60th Avenue MAX station. This mass up zoning needs to be rejected. Thank you.

**Mark Hoffman:** Madam President, members of the Council, my name is Mark Hoffman. I'm listed as the testimony number 25. My organization Garden Homes owns a parcel of land at the corner of 122nd and NE Sandy Boulevard. I'm the director of development and management and have been overseeing this property for close to 20 years. We previously communicated by letter to the Council describing our concerns with the comp plan designation, and I also have had the opportunity to meet with three Council staff as well.

To summarize, the problem here as we see it is that we have a retail center that we've been operating since the early '70s and it has been designated as employment under the comp plan. The problem as we see it is that we're a national company that focuses on mixed use residential and retail. We have the resources and expertise to transform the site to redevelopment when the time comes into a modern retail center to provide service and employment to the surrounding neighborhoods. These centers often include housing, which is prohibited by the employment designation.

What we see as a solution and what our request to the Council is to apply the mixed use civil corridor designation, which is consistent with the abutting properties that currently adjoin us. We have reached out to the Parkrose association as well, and they will make comments through the website. I have submitted a summary of our testimony to the Clerk, and I have incorporated a number of photos of recent redevelopments we've done to show the Council what we're capable of and what we see as a possible future for that parcel in the future.

**Laura Peraza:** Buenas noches, mi nombre es Laura Peraza y vivo en el vecindario de Cully y Killingsworth. [via interpreter] Good evening. My name is Laura Peraza, and I live in the neighborhood of Cully and Killingsworth. I'd like to say that I'm part of the Anti-Displacement PDX coalition. We would like to ask you to approve this plan with all of the policies that we have recommended. We would like you to approve the plan.

I also have a serious problem in my neighborhood. I live in the Arbor Park trailers. And when I moved to that area last January, a part of that neighborhood didn't have light. And now, the other part of it doesn't have light, either. We have been in complete darkness for about three weeks. Only the part on the front part of the street has any type of light.

I've been complaining about a tree that has been above my trailer and a female friend of mine was helping me read the rental contract, and she told me that I could have a serious problem if I continued to complain about it, because at any time, the owner could kick me out. There's also an access problem. For example, if a trailer caught on fire or if an accident happened to someone, by the time the fire department arrived, it would all be extinguished, it would already be finished because there is not quick access to that area.

I talked with one of you guys, I talked with someone from the City, and they told me that unfortunately when it comes to mobile homes, there's not many laws in order to make -- to do regulations. And so that tree that is behind us, not even my tree that's above my trailer -- it is not even my tree, it's neighbor's tree, and so we called a tree specialist. The tree specialist they told me that they can't do anything.

**Fritz:** Thank you very much. Your time is up. And I really appreciate --

**Peraza:** But I didn't say --

**Fritz:** Ok, finish up.

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**Peraza:** But she was interpreting for me.

**Fritz:** I know, you had the extra time for that, too. And what I wanted to tell you while I have an interpreter is that some of the issues that you raise are very much connected to the Comprehensive Plan, the policies -- and there is a policy about manufactured homes and the value of their affordability. Happily, you have the Housing Commissioner here who can help with problems with complaining to your landlord, and the Transportation Commissioner who can help with the lights. I'm in charge of the tree issue. So, there's other ways to get your needs addressed, and you can ask the City staff at [cityinfo@portlandoregon.gov](mailto:cityinfo@portlandoregon.gov) and they can help you with those other issues.

**Peraza:** OK. Thank you so much.

**Fritz:** Than you. And thank you all for being here also.

\*\*\*\*\*: Sí, se puede! Sí, se puede! Sí, se puede!

**Fritz:** Thank you. Gracias.

**Moore-Love:** Eli Spevak, were you speaking again?

\*\*\*\*\*: No.

**Moore-Love:** OK. We'll go with the next three, please.

**Fritz:** Welcome. If you'd like to start, go right ahead.

**Moe Farhoud:** Good evening. My name is Moe Farhoud. I own second chance landlord Stark Firs Management. We help people with eviction and conviction, and people cannot find apartment. We work with the Home Forward and all other housing advocate in Portland. We own total 500 apartment. We house 800 people total. By changing the zoning for us from R2 to R1 will help us to create another 500 new apartment, low-income. Our company very involved in the neighborhood from Rosewood Initiative to the community garden and other neighborhood schools. I will be glad if we get this change so we can help people to create more low-income housing. Thank you.

**Rhonny Mastne:** Hi, my name is Rhonny Mastne and I own a home on 168th. I also happen to work for Stark Firs Management for 11 years. We are a second chance landlord, we help those who have background issues. To change from R2 to R1 would help us increase units at the properties we already own. There are some properties that have room to build more -- a new building -- but most likely, we would have the one level apartments, we'd build a second level on top of that. And instead of building a whole new complex, we can increase what we already have. So the high density would be extremely important on doing that to increase the density. The area we're talking about is from about 139th to 182th --?

**Fahoud:** 162nd.

**Mastne:** 162nd. And those are the areas we would like to have the zoning increase on. And it would again help to increase more apartments. Right now, we have maybe 40, 50 vacancies on the board and they're rented within a three-month period, and we're still turning people away. So, the need for house is great. And we have a solution. If the City would rezone us, we could do it.

**Fritz:** Thank you very much. Was this request made to the Planning and Sustainability Commission?

**Farhoud:** Yes.

**Fritz:** Thank you.

**Richard Dickinson:** My name is Richard Dickinson, and tonight I'm representing the Powellhurst-Gilbert Neighborhood Association which has voted to voice strong support for the down-zoning that the Bureau of Planning and Sustainability has proposed for parts of our neighborhood.

Most of our neighborhood was pretty rural a couple decades ago. As part of the 1996 outer southeast community plan, much of Powellhurst-Gilbert neighborhood was

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zoned much more densely than many places closer to downtown. Unfortunately, there was little forethought about the environmental considerations of building houses on steep slopes and liquefied soil, and there was little forethought about how we would add or pay for the connectivity and infrastructure need to do support that kind of increased population in our area.

In the last 19 years, we've seen little in the way of infrastructure investments, and the combination of increased density and lack of infrastructure has caused the quality of life for most of our residents to plummet. This is what we fear for our future. Our streets are in poor condition and not well connected. Most of our neighborhood lacks sidewalks. Safe passage to schools, parks, and grocery stores is both difficult and distance. We love the new sidewalks on 136th and 122nd, thank you. We see people walking on them daily. We need so many more.

Our school age population is about five times the statewide average and our schools are bursting at the seams with little capacity to serve more. The number of children serving free or reduced lunch has increased dramatically. An example would be Ron Russell middle school now serves free lunch to 100% of their population just because it's efficacious to do so. Close to 80 languages are spoken at home in the David Douglas School District, which makes for wonderful diversity. And yet, this is a challenge to the social fabric of our area until we can catch up with the change.

These are some of the factors that the Bureau of Planning and Sustainability took into account in proposing that parts of our neighborhood should not be zoned as densely as the City planned in 1996. Thank you for your consideration.

**Brent Carpenter:** Good evening, Madam President and Commissioners. My name is Brent Carpenter, I'm testifying today about our property at 3905 SE Main Street. My wife and I are residents of Southeast Portland and have owned this rental property since 2003. When the proposed comprehensive city plan came out earlier this year, we expected this property to be changed from R2.5 to commercial mixed use because it sits on a busy commercial corner of SE Cesar Chavez and Main Street. There are three other properties on that corner -- Fred Meyer, US bank and a restaurant. Our property is the only commercial zoning exception on that corner of that intersection. We believe it makes sense to extend the commercial zoning to embrace our property corner and complete the node for that intersection.

3905 Main Street sits on one of the busiest corridors in Southeast Portland. It meets all the criteria for commercial mixed use designation. It's close to the central city with multiple public services available, including access to extensive public transportation along SE Cesar Chavez and Hawthorne. It's very pedestrian-oriented with robust street level activity because of existing businesses on that corner and in the neighborhood.

We're asking the Council to reconsider the current R2.5 zoning for 3905 SE Main Street and propose changing the designation to commercial mixed use urban center. Thank you.

**Sid Scott:** Good evening, Madam President and Councilors. My name is Sid Scott and I am the owner of the property at 2525 E Burnside, Portland, 97214. I have owned and occupied this property for 10 years with my architectural practice, Scott Edwards Architecture. The property is part of the proposed comp plan and would change from the current medium density multidwelling zoning to a mixed use urban center. I am here tonight to fully support the zone change with two enthusiastic thumbs up. I would submit my thumbs if that would help to the record. This change will allow me to grow my practice in a location we absolutely love and continue to be an active part of our vibrant neighborhood. I thank you for considering the change.

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**Rob Rosholt:** Members of the Council, my name is Bob Rosholt. I own the property at 323 NE 156th Avenue. I support the recommended zone change there, and I actually came to flesh out just how important that is.

The property encompassing the 323 NE 156th Avenue residence is on a street extending four blocks from NE Glisan to NE Couch. In that short distance, there are three abandoned and boarded up houses that are an economic liability due to prior drug use, deterioration, and future demolition costs. Three other houses are occupied but rent on two barely defrayed costs and costs to improve could never be recovered. This is underutilized land. The remaining house carries a debt in excess of value and there's considerable undeveloped land. This area needs a street, curbs, and sidewalks to facilitate improvements. My wife and I purchased this property to terminate the drug activity of those residing at 345. For four months, the bank refused to finance this purchase until we demolished 345. I had but the 40,000 into 323 to make it fit to rent prior to ownership and persuaded the bank to allow me to remove utilities and board it up to avoid demolition costs.

The best use of this underutilized property is with R2 zone that you recommend. The zone provides an occupancy density that is neighborhood friendly. A garden court layout creates a collective backyard and secure social setting for the tenants. This density also accommodates off street resident parking and still can achieve a landscape density superior to what is found on most family residences. My wife and I own the property -- [beeping] -- zoned R2 that are adjacent and immediately north -- done.

**Fritz:** Thank you very much. If you're here in support of what's in the Planning and Sustainability Commission's recommendation, unless there's going to be neighborhood opposition, you can just tell us that because we're not likely to pick a bone --

**Rosholt:** I was trying to show how important it was to get -- I didn't get to it -- but to get the street in also, curbs and sidewalks, so that that whole street can be improved.

**Fritz:** Sounds like a great site. Thank you very much for coming in support. Welcome.

**Arlene Williams:** Hello, my name is Arlene Williams, my husband and I are representing 11 homeowners and residents of eight properties on a short dead-end block of SE Henry Street in Woodstock, just east of SE 52nd Avenue. In my materials the list of names is on the third page and there is a map of the short block on the fourth page.

The block is in a zoning review area, and the 13 R5 properties have a comp plan designation of R2.5. This street is already built with as much density as it can hold. There are R2 zoned apartments and a duplex on this block as well as flagged lots. The infrastructure of this dead-end street with only one exit does not support any greater density. We are asking that the R2.5 designation be removed for this block.

According to Chapter 33.641 under transportation impacts, issues of safety, street capacity, and parking impacts must be considered for this block of SE Henry as follows. Number one, increasing density on SE Henry would add stress to this already congested street. Five years ago, TriMet stopped sending their small lift buses to pick up my visually-impaired neighbor. The street was too congested because of the amount of parked cars in the narrow street and no turn-around capacity. They classified her residence as non-accessible and now they must send small sedans or taxis to pick her up at greater cost. This demonstrates in a concrete way that street capacity has been reached and more density should be avoided.

Number two, this dead-end section of SE Henry Street is 471 feet long with no adequate turn-around for fire apparatus, garbage trucks, package delivery trucks, or utilities trucks. These trucks must back all the way down the narrow street between the parked cars and they must back onto SE 52nd. If you add more density, this is going to compound a very dangerous situation.

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**Fritz:** Thank you very much for giving your testimony in writing. I have to say, this map is one of the best I've seen in terms of spelling out who's supporting and what the situation is. Thank you very much, it's very clear.

**Williams:** My husband will continue.

**Pete Adams:** Because the street is within 500 feet of a transit street with 20-minute peak hour service, no off-street parking would be required of new development under R2.5 zone. Street parking is already stressed by the duplex and the apartments on the street, the flag lot driveways, and the shared housing situations. If more units were built that did not require off-street parking, or if existing off-street parking were removed -- since that would be permissible -- to allow more units to be built, then parking would be impacted beyond capacity. There's no adjoining block for parking to overflow to. 52nd Avenue does not provide many safe parking options, and there's no parking on the westside either for residents to use for parking. And also, this area of Portland has a high incidence of car theft and car burglaries that make it unwise to park a car blocks away without oversight by the owner.

I would also like to point out that in case of fire or other public safety events, there's only one exit from this street. At the dead end, there's a tall fence atop a block wall, and there's small pedestrian gate that leads to the church parking lot, but this is locked and there's no safety egress to the east. It would be absolutely irresponsible for the City of Portland to increase the public safety hazard on the street by allowing greater density to the R2.5 zoning.

Maximum building height would rise to 35 feet, which for a flat-roofed contemporary style structure would be beyond the capacity of fire trucks. The tall ladder trucks could not navigate the street with its inadequate width and no turn-around. Even if there were a mitigation by sprinkler systems in the tall buildings, there's not enough adequate resident evacuation capacity in case a fire started in a structure to the west of any particular residence, you wouldn't be able to get out. We don't believe that developers should have the unchallenged right to add to this problem by being able to increase density and reducing off-street parking.

**Katrina Holland:** My name's Katrina Holland, I'm with the Community Alliance of Tenants here on behalf of Anti-Displacement PDX. We are here to support the over two dozen recommendations that were included in the Comprehensive Plan through Portland's Planning and Sustainability Commission. My understanding is that potentially the Chapter 5 housing policy 5.53 is in debate about whether or not it should be included which talks about renter protections, protecting renters from displacement, which as we know is one of the biggest issues affecting the city of Portland at this time. We do want to make a recommendation that City Council support it the way that it was written and not make any changes to it because we do think that it is going to be one of the most effective mitigation strategies for gentrification in the city of Portland. Given that Portland has been and is on the wrong path toward gentrification and displacement, exclusion and segregation, we know people have been and are continuing to be evicted and pushed out of their homes. It's already torn communities apart, and we're at a critical moment which Portland needs to decide if we're going to continue down that path or if we're going to change that. We believe the Comprehensive Plan is one of the methods for doing so. Thank you. [applause]

**Ben Earle:** My name is Ben Earle and I live at 5524 NE 30th, which is just north of the destination restaurant corner with Beast and Yakuza -- you're probably familiar with that corner. I'm coming to represent myself as a property owner. Also, I'm on the land use committee for the Concordia Neighborhood Association. And I come and we come with many thumbs up in support of the part of the Comprehensive Plan mixed use zones that has determined this intersection should be zoned CM1, which is 35 feet, three stories. This

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CM1 zoning designation was created specifically for smaller mixed use nodes within lower density residential areas. That's exactly what this is.

The problem that we have -- and I'm making a very specific request of the City Council tonight -- in the spirit of the many thumbs up for this appropriate zoning, CM1, we would like to request that the City Council approve a down-zone now of this intersection from the current commercial CS four-story 45 feet to the CM1 designation. The reason for this is because there is proposed development occurring with the sale that's going to be closing in the middle of January that will be four stories, 45 feet. It'll introduce one and two-bedroom apartments -- 30 units -- that will change the whole dynamic of this corner. It'll take 25% of the corner and set a precedent for the rest of the corners to go as well before the Comprehensive Plan gets approved. Therefore, we have a problem with density of parking, traffic, height, character, encroachment on solar panels -- like my house -- and we are very concerned about this.

We have a process that we are going to be following over the course of the next two months with the Concordia Neighborhood Association to have a public meeting to involve all the stakeholders. I will return January 7th for the next hearing with additional materials supporting where we're at. And hopefully we'll have both Concordia Neighborhood Association NCN behind us when we return in February or March to press this case further. Thank you very much.

**Lori Stegmann:** Good evening. My name is Lori Stegmann. Thank you for this opportunity to testify on behalf of a Moe Farhoud of Stark Firs Management and his request to change the zoning from R2 to R1 for his properties on 139th through 162nd. As a community activist, I play many roles in East County as a Gresham City Councilor, a Gresham redevelopment commissioner, and a homeless advocate, but today I am here in my capacity as a professional Farmers Insurance agent. I want to offer you some insight about Stark Firs Management and their excellent business practices.

I've witnessed firsthand Mr. Farhoud's commitment to this community. He rents to many folks who have difficulty finding housing elsewhere and is an excellent example of how all property managers should operate. He has immense pride of ownership for all of his properties. He invests substantially in them to ensure the safety of his residences while providing high quality, attractive places for people to call home. He cares deeply about the people who live in this community and is always looking for ways to serve. From his early involvement on the Rosewood Initiative to his support of many events like rock the block.

In my opinion, one of the biggest issues we have facing homelessness is the lack of quality affordable units. It is a supply and demand issue. By approving this request, the City of Portland will help alleviate the pressure of rising by supplying more units. As a Gresham redevelopment commissioner and a member of the Powell Division transit steering committee, I am committed to finding ways to prevent involuntary displacement. I hope you agree with me that by approving this request, you will be ensuring a supply of quality, safe, and affordable housing for East County residents. Thank you.

**Thawny Kim:** Good evening, City Council. I'm learning English. My name is Thawny Kim. I used to live at NE 78th Avenue and Glisan. I lived three years and enjoyed to live there. On July 9, 2015, I got a notice of rent increase from \$600 to \$1295, and the water and sewer from zero to \$65. With two months' notice, my rent increased from \$600 to \$1360. I looked for two months and am unable to find an apartment I could afford. Because of this, I had to pay two more months at dire rates. This caused me great heartsick because I am student and I cannot work full time. I support the anti-displacement plan. [applause]

**Matt Thomas:** Good evening, my name is Matt Thomas, I own Townsends Tea Company and Brew Doctor kombucha. This is a Portland-grown family of business that I started in 2006 on my own with a teahouse on NE Alberta Street. In 2008, I started to make a

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popular drink called Brew Doctor kombucha. We're now distributed in Canada and 25 states across the country, all produced in-house right here in Portland, Oregon. And we do this in the Brooklyn neighborhood in a building that sat empty for years before we moved into it. It was a commercial laundry and they had had a fire and it sat empty for I think a decade before we moved in and started renovating it.

We've put a lot of money into it and we have grown and now we employ 57 Portlanders with quality jobs and health care. We're happy to see the paid sick leave go through for our teahouse employees and for my production staff.

The landlord owns the two properties that I occupy where we manufacture the beverage, and then there are two adjacent properties that he owns as well. All four properties were originally zoned commercial before 1980 when they were changed in the 1980 Comprehensive Plan to residential. In 2007, the Council changed the zoning of the two parcels I am currently occupying back to general commercial at the request of the landlord. However, the other two still remain residential. We could really use those two properties to additional office space. We're growing, which is great, but people are working from their laps on the couch in the office and in the kitchen. In order to help our business grow, we request that these two units -- 4214 SE 12th and 1208 SE Boise Street -- be changed to the mixed use neighborhood designation --

**Fritz:** Could you say those addresses again a little slower?

**Thomas:** 1208 SE Boise and 4214 SE 12th Avenue. In support of the request, I'd like to submit two documents into the record which are copies of letters my landlord previously sent to the Planning and Sustainability Commission which showed a map of all four properties. Thanks for consideration of the matter. We'd just like to continue to grow jobs right around our property rather than have to lease multiple buildings. Thank you.

**Fritz:** Congratulations on the success of your business.

**Claudia Koff:** Hello, my name is Claudia and I live in the Gateway area which is off 105th and NE Davis. As of October 9th, I received a no-cause eviction notice. I've lived at this house for 12 years with my children, my daughter and son, and my son is with me still. He's 23 and unemployed. So, the no-cause eviction notice has put us up to homelessness because I'm also on SSI disability. With my son having no income, we are displaced. So, I've been a great tenant, renter, I've paid my bills on time, and their request is to have the house back because of a family member. The Gateway area is a very desired area, and with the price of rent going up with supply and demand. So, I have no place to go basically.

I feel that this non-eviction notice and to end displacement in Portland, because I see homelessness very much here. I thank CAT for supporting me because I found -- there is a notice that took -- a law that took effect November 15th, 90 days eviction or 90 days of rent increase. So, thanks to them I was able to make a note and have extended time to help find a home. Again, I thank CAT for the help and guidance over my rights on housing because I didn't know of this, and the rent increase in Portland is outrageous. And for the supply and demand, it has put many people -- family, seniors, singles, plus each my furies, my companions -- at homelessness. I would thank you and to please, just say yes.

\*\*\*\*\*: Just say yes!

**Fritz:** Thank you very much. We certainly get the picture and we know this anti-displacement language is very important. We have an hour left, and how many more folks do we have to testify, Karla?

**Moore-Love:** Probably about 22 at least.

**Fritz:** I would encourage you if you are here on the same issue to just say that so that we can make sure we get all of the different issues on the table. Thank you very much. And thanks especially to the Community Alliance of Tenants for your organization and supporting the policies of the Planning Commission. Once you got it into the Planning

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Commission recommendation, that's a lot of the way there. Just go ahead and do the translation, and then we'll have the next person.

**Anna Litvineenko:** Good evening, Commissioners. My name is Anna Litvineenko and I'm here to interpret. Just for introduction, I wanted to let you know that we're here to tell you one more story about East Portland displacement and rental issues.

\*\*\*\*\*: [via interpreter] Good evening, everybody, my name is Anna and I live in East Portland. Three years ago, we rented a two-bedroom apartment in East Portland and our rent was \$760 per month. Then our rent was increased to \$785 and our rent is also very bad quality. Our family consists of six people, two adults and four children. And in October of 2015, we got evicted for no reason. Before this eviction happened, we actually were looking for affordable housing and also for the housing with more rooms because we have four kids, boys and girls. And we couldn't find anything.

We didn't have a place to go to after the eviction, and my sister let us stay in her house until we find something else. My sister's house has only 1100 square feet, two bedrooms. Our family consists of six people and her family consists of six people, so basically there are 12 people living in this little house right now. As of today, we still are looking and can't find anything. We applied everywhere and we put our names in each and every single waiting list, but no success yet. Thank you for your attention.

**Steve Efros:** Thank you. My name is Steve Efros, I live with my family in the 60th Avenue station area of the Rose City Park neighborhood. I'm here to discuss this area relative to the Comprehensive Plan update.

The Rose City Park Neighborhood Association brought to our attention the potential for properties in the 60th Avenue station area district to be rezoned to significantly increase residential density from largely single family residences to medium and high density multifamily housing. While we support the overall density goals of the Comprehensive Plan update, we are concerned that the current plan too simplistically applies a circular area of increased density on this historic, gridded section of our neighborhood. We would ask that there be a public land use review process to consider all of the impacts of higher density to the 60th Avenue station area.

This portion of the Rose City Park neighborhood -- while it has a lot of people filtering through it to use MAX, bicycle to work, drive across or downtown, and access the industrial warehouse properties along the freeway -- it's infrastructure is currently severely under-designed and underbuilt with narrow sidewalks, little to no landscape buffers along its busy streets, and a disproportionate amount of unpaved roads. Any increases in residential density to the 60th Avenue station area should include a careful, considered process to provide safe and adequate pedestrian, bicycle, and vehicular access to and through 60th Avenue. Thank you for your consideration.

**Julie Haberman:** My name is Julie Haberman and my husband Keith and I have two homes, 4131 SE 136th and 13428 SE Gladstone Street. These two properties touch, and they are for growth. This is a neighborhood that can handle the growth for single-family homes. We request that you do not rezone them. We need density and affordable housing, so why would the zoning change from R2 to R5, opposite of the goal? This will take away future affordable housing. This area has great community and can handle this growth of more family homes. If it is to stop multifamily housing, why is there not a single family zone in the middle between R2 and R5?

We have lived here for 25 years and observed homes on smaller lots are better taken care of. Some of the lots that are on the R5 are not being taken care of. So, possibly, a larger lot is not helping. It's not being utilized for the property because it's just wasted land where we could put more houses closer together to get more affordable housing. The row homes and houses on the smaller lots are working and they're being

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taken care of and there are families living in there and they are going to the grade school. We have a great new city park the City put in there in the gilbert heights neighborhood. It's a great community. We have bus zones, we have bike paths, we have everything.

**Fritz:** So is the reason for the down-zoning -- would you be OK with the R2.5 zone, which is like row houses?

**Haberman:** Absolutely. I don't intend to do apartments, I intend to do family homes. It's a family neighborhood and we want to help the community stay that way.

**Fritz:** And going all the way to R5 is too far in your opinion. Got it.

**Haberman:** We lose too many houses.

**Fritz:** Thank you.

**Haberman:** Thank you.

**Jim Labbe:** Good evening, Madam President, Commissioner Novick, and Commissioner Saltzman. My name is Jim Labbe, I'm urban conservationist with Audubon Society Portland. I staff our office at the Leech Botanical Garden and last year, I served on the Title 11 oversight committee. I'm here tonight to echo Audubon's earlier testimony regarding industrial land supply, brownfield decontamination and reclamation, and removal of West Hayden Island from the industrial lands inventory. I'm here specifically to talk, to express support for the policies in the Comprehensive Plan relating to urban forestry, generally in Chapter 7 for environment and watersheds specifically around urban forestry policies, 7.11 for the urban forests. And even more specifically, for the first policy, which is around preservation of encouraging and requiring the preservation of large healthy trees, native trees, vegetation, tree groves, and forested areas.

I don't have time to go through all the reasons trees are important to the urban environment and to Portlanders in particular, but I'll simply note that trees are the way all Portlanders connect with nature on a daily basis. To the extent that there is anxiety about growth and development in the city, I think the attention to trees is really critical to achieving the compact, walkable neighborhoods with nature nearby that Portlanders value and deserve. So, I think trees are really important to addressing some of the larger growth concerns that Portlanders have.

There are three areas that I think deserve focus and prioritizing these strategies -- preserving large healthy trees, reforming Title 11 addressing exemptions, removing exemptions from commercial industrial land. And I think a look at the policies and practices around preserving large healthy trees in the public right-of-way and ensuring we can grow large healthy trees in the public right-of-way are going to be critical going forward. Thank you.

**Moore-Love:** Was Keith Haberman going to speak?

**Haberman:** He let me do it for him. Same message.

**Fritz:** Welcome, Mr. Karlock. Remember to push the button.

**Jim Karlock:** Let me read you what the chairman of the White House council of economic advisors said. Restricted supply leads to higher prices and less affordability. We see the association in the relationship between land use regulations and affordability in several dozen U.S. metro areas. This is exactly what is happening in Portland.

You have restricted the supply of land while the demand is rising, and the price is skyrocketing. Your decision to build up instead of out has doubled people's rent or mortgage payments. You're destroying Portland's livability, destroying Portland's economy, discriminating against low-income people -- as you have heard from numerous low-income people tonight -- and driving out minorities, which you've heard from numerous minorities tonight. When are you going to actually fix this problem? There's only one fix, and that is more buildable land.

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The comp plan has a number of feel-good fixes, many of which have proven failure time after time across the country, yet you're going to try them again to pretend you're actually doing something. Also, I'd like to remind you that in November 2014 there was a density measure on the ballot, and the people -- 75% of the people of Portland voted no more density. Why does this plan increase density in the view of 75% of the people don't want anymore?

Have you ever looked at actual transit system data? Did you know transit uses more energy, costs more, and is slower than driving a car? Why do you promote wasting our time, wasting money, and increasing CO2 by promoting transit? What's it even doing in the comp plan except as a means of moving people into downtown Portland? Because that's the only thing transit is effective at doing. I suggest instead of taxing the region for a billion dollars you stick the bill on the downtown Portland landowners. Thank you. And there's more at [debunkingPortland.com](http://debunkingPortland.com).

**Fritz:** Thank you.

**Som Nath Subedi:** I'm Som Subedi, a private citizen and UN refugee delegate for Oregon. I'm testifying on behalf of immigrants and refugees in Portland. One in five Portlanders are foreign-born. Half of Portland Public School kids go home to non-white households. This is the reality of our community.

According to the U.S. Census Bureau, by 2042 -- seven years after the target date of 2035 Comprehensive Plan -- the minority who are people of color, immigrants, and refugees will be the majority. When Portlanders come together, no one can divide our core values and beliefs. We fight bigotry as one Portlander.

My request to you is can you please add mandatory inclusion of immigrants, refugees, and people of color into the 2035 Comprehensive Plan decision-making process, programs, and activities? Just adding the words equity and inclusiveness doesn't go far enough. Portland is for all. Thank you.

**Peter Mahr:** Good evening, thank you, Portland City Council. My name is Peter Marr, and I'm a homeowner at 1417 SE Clinton Street. The owner of the property on the southwest corner of the 15th and Clinton Street intersection is asking the City Council specifically to grant him a zoning change from residential to commercial. This property is in an area initially floated by the 2035 comp plan to change from residential to commercial in the 2014-2015 period, and neighbors had feedback and input. After receiving considerable neighborhood feedback against this commercial zoning change in this area in general -- which includes the property on SE 15th and Clinton -- they decided to keep it residential. So, currently in the draft plan, it's zoned residential. However, the property owner is still requesting that the Portland City Council carve out a zone change in this area for his property only from residential to commercial.

The neighborhood is opposed to rezoning this property. We enjoy a residential neighborhood with numerous commercial businesses within easy walking and biking distances. There is an elementary school nearby, and we want more families with small kids to move in and walk their kids to school. We want to maintain a quiet, safe, residential feel to the neighborhood. Commercial businesses on this property will increase noise, parking problems, and other potential disruptions. We've talked with our neighbors and got over 50 signatures opposed to the zoning change, and HAND, our neighborhood association, declined to write a letter in support of the zone change as well. Therefore, we ask Portland City Council to maintain the zoning of the property at 1727 SE 15th Avenue as residential as it currently stands in the 2035 comp plan. Would you like the signatures for the -- thank you.

**Fritz:** Thank you, please, go ahead.

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**Barbara Kerr:** My name is Barbara Kerr, good evening, I'm a resident and board member for East Columbia Neighborhood Association. East Columbia opposes the use of golf course open space parcel zoning designation to be made industrial. Columbia Edgewater golf course has retained its open space designation. Colwood golf course negotiated retention of part of its open space designation. However, Riverside golf course and Broadmoor are still in question.

Our ECNA -- East Columbia -- natural resource management plan, approved by City Council in 1991, calls for preserving corridors for movement of wildlife for their survival, including room to move to different food sources, room to nest and multiply, and room to diversify the gene pool. As much as I like to see the four-point buck walking down the street, it breaks my heart that he and his family would need to migrate via a busy street rather than open space. We therefore oppose the proposal to convert open space currently used as golf courses to any industrial zoning comp plan designation. There should be no net loss of open space land, and all natural habitat area should be preserved or expanded. Thank you.

**Fritz:** Welcome, please get started, Ms. Kimura.

**Arlene Kimura:** Good evening, my name is Arlene Kimura and I live in East Portland. I actually wanted to tell you I thought the comp plan is a massively complicated undertaking, and it was more complicated by the fact that the map app didn't work until the third time around.

I'm actually complaining about the process -- that we had to go through all of that to get the map app to work. The other issue for the many of us who do not spend a lot of time looking at the fine print in zoning codes is the zoning changes come concurrent with the comp plan changes, and it causes great confusion for most of our people.

The other thing I would ask is if you are truly committed to equity, just printing stuff and hoping it gets handed out to people who don't speak English is not enough. Truly meaningful engagement needs to happen one-on-one. Thank you.

**Katherine Anderson:** Thank you, Commissioners. My name is Katherine Anderson. First, I will make a disclaimer. I am with the blue group, the area between 26th and 30th between Belmont and Stark. Two of my neighbors, Laurie Kopek [spelling?] and Brian Richardson have talked about that particular area. I, too, oppose the up-zoning. I have some different things that I want to say.

First of all, this is kind of unique for me, I want to talk about my property. My property has a little dotted line through part of it, which means this much of it is zoned one thing and this little tiny 10-foot by 50 section is zoned differently. That's causing me grief. Maybe I never noticed it before, but I did try looking early on and using that map app and it told me there was nothing happening when in fact there are things. My property is being changed in the zone designation.

I oppose it for a number of reasons -- all the things that were stated -- but additionally, there is a property across the street on Belmont that used to be Harry's Mother -- it's on the southeast corner of 28th and Belmont, beautiful old 100 by 100 lot, nice old house owned by Janis. That was sold a couple of years ago. It was divided into four lots. Each home has a driveway and a garage. Underground garage flooded. Additionally, each one of those properties -- or at least a couple of them -- sold for more than the entire property did, which raises all the values in the neighborhood. I've seen changing demographics in my neighborhood. We are and always have been just people -- just residential people, working people living in a lovely neighborhood.

There's also problems with traffic in my neighborhood. 28th goes all the way, signalized intersections from Broadway to Stark Street. People continue across this street, across Belmont. I've heard five accidents this year and I've witnessed three. It's not a

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good, safe intersection and I think increasing the density will only increase the number of accidents.

Finally -- and I'm getting around to public safety and I'll say it --

**Fritz:** If you could just give us the address of your property.

**Anderson:** I'm sorry, 808 SE 28th. The other lot to the south does not have an address.

**Fritz:** Thanks. And if you could submit the rest in writing, that would be great. Thank you.

**Anderson:** I would be happy to.

**Eve Portland:** Hi, my name is Eve Portland. Mom, I want to come home. Thank you.

**Isha Lenaw:** Thanks for taking input. My name is Isha Lenaw, resident of Northeast Portland, Cully neighborhood. I want to speak out in support of the anti-displacement proposal as written and also Eli Spivak's proposal for more multi-residential zoning.

The main meat of my testimony is around the Comprehensive Plan not addressing any measures for tiny houses on wheels, which are custom houses built on metal trailers and classified as RVs. And what I want to propose is a potential solution for infill. There is opportunity in the Cully neighborhood to do a design overlay, to do an experiment to see how it would be received. The lots are large, and the culture and residents are receptive for the most part. This would allow people like me to bring aging relatives into the neighborhood at an affordable solution. Thank you.

**Jake Antles:** My name is Jake Antles and I'm with Isha -- full disclosure. I'm also an advocate for alternative housing types -- just to enable people to live how they would like to live. Also an advocate for the anti-displacement measures in the proposed draft. I'm really proud of the city for having developed those aspects.

My one story I'd like to contribute to the discussion would be that I have this lovely friend. She's currently living in Virginia. And she would like to come to Portland and would bring a lot to the culture here, except she's worried she would displace somebody. And I hate for her to have that feeling, because she wants to join us in our collective endeavor here. And I would like to have a way to tell her, "you can come here, we have ways to protect residents from being displaced."

Furthermore, given climate change and the potential for displacing millions of people around this planet, what is the opportunity we have in the Willamette Valley and Portland in general to not only not displace our own residents but to help with the displacement of others in the world? Thank you.

**Maria Talavera:** Buenas tardes. Mi nombre es Maria Talavera y yo me voy contar mi historia.

\*\*\*\*\*: [interpreter] So, to make the process go by faster, I'll just read off her story. Good afternoon, my name is Maria Talavera. I live in Southeast Portland and I come to share my story because I'm worried of having to move again. You see, the thing is I've already been having to move a lot of times because they have raised my rent. Because of this, I've had to look for something I can afford at the last minute. This time, it's the same thing.

Just recently, I received a letter saying they will raise my rent \$100 more by January and if I wasn't pleased with this option, they gave me the option to leave any time I wanted. And I know that \$100 may not seem so much to you guys, but for low-income families like us, it is a lot of money. I would honestly like you guys to help us so the same thing doesn't keep happening and happening again. Because if this keeps happening, probably later on not only people but families will be without a home because they can no longer afford their current homes. Again, I ask for you guys to help us because they are raising up the rent and to end displacement. Thank you.

**Fritz:** Welcome. Push the button, please.

\*\*\*\*\*: [interpreter] Min-ga-la-ba, I am a Burmese interpreter.

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**Ah Ta Far:** [via interpreter] My name is Ah Ta Far. First of all, I would like to give thanks for this kind of opportunity. Thank you so much. Because we are came as refugees, we have a lot of difficulties. But I will go for the short to the point because I know time is very limited.

I have live at 16400 NE Burnside. I live in 2014. On that time, I give a deposit money, \$700. After I decided to move from that apartment, they not give me a full deposit, they give only \$150. Because I have a health issue in that apartment and also I am trying to work as much as I can, I have to be on as much as I can. Because of that apartment, my health issue is worse and worse. Right now, I cannot work. Right now. I have to be a stay at home for six months.

Thank you so much for giving me this kind of opportunity. I would like to explain you because of the apartment, it's not good. Because of that I have a health issue that came up. I want to share with you, please look at the kind of apartments for the health issue and then more issue. And thank you again and god bless you all.

**Fritz:** Thank you very much. Which country did you come from?

**Ah Ta Far:** I came from Burma, Myanmar.

**Fritz:** Thank you so much, I'm very glad you're here. We will look into the issues.

**PK Mah:** [via interpreter] My name is PK Mah. I am here because my rent is increased. Rent is increased up \$175 for each month. And also, I would like to share with you my story. I have a letter from the Home Forward. I applied housing for the subsidized housing and then I received a letter for the application, and then I finish with all the application for the background check, everything I did. And then I sent it to the Home Forward to the complete application, but I did not get back anything from them. It's from a year ago. I don't have anything. Thank you so much for your time.

**Fritz:** Thank you for being here. Go right ahead, please.

**Bhakt Gurung:** [via interpreter] Good evening, my name is Bhakt Gurung. I was born in Bhutan. I lived in Nepal as a refugee from Bhutan. I lived as a refugee, was settled in Nepal for 20 years, and then I got resettled here in the U.S.

While living as a refugee in Nepal, I suffered different calamities like flooding, fire, epidemics -- all different kinds. I came in 2011. I live here in like 12900 SE Division. The area I live is not very nice. The housing condition is not very good and besides, the house rent has been frequently hiked up. As I'm partially disabled and I have kids, I receive some benefit from the government. But the benefit is not enough and I am under a lot of stress trying to manage my household, and that is the main reason I'm here to appeal my case. Both me and my wife have a speech problem and we have two kids and we are always short of money, as most other refugees' families are here in Portland.

My main request is, as of this point we both receive benefits from the government with increasing rent and having to take care of my children we are always end short of money. And my main request is that the government or the city would consider providing subsidized housing for people like us. That is my main request.

**Fritz:** Thank you very much. I appreciate you being here. How many more after that, Karla, please?

**Moore-Love:** After these four, I show four more.

**Fritz:** OK, thank you.

**James Smith:** My name is James Smith, I'm a Mt. Tabor resident and neighborhood association board member. I'm here for additional testimony in regards to the Portland Nursery site.

In the world of zoning maps, the Portland Nursery site is one of the oddities that makes Portland weird and that we all love so much. They're a commercial endeavor largely on residential property and surrounded completely by residential property. For

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those of us in the neighborhood association and the neighbors at large, as you've heard, we really love that business and are happy to have them be so successful. They're probably one of the things our neighborhood is best known for and we're really eager to see that business flourish and carry forward into the future.

I think the concern we have is their request for an all commercial zone on that very large site. Our love for the nursery extends to the nursery and that business exclusively, and should that future property change owners and direction, the commercial opportunities on a site that large in such a residential single-family neighborhood zone would be potentially catastrophic. So while we were very staunch supporters of the nursery, we cannot embrace their request for an all-commercial zoning on the property.

We do very much appreciate and support the decision taken by the Planning Bureau and their proposal for the mixed use zone. They've generously expanded the commercial zone for their property to extend all the way back and encompass their current buildings. We see that as a very big gift. Where they had a much shallower commercial zone to begin with, it's now proposed to be significantly deeper. We think there's been ample opportunity to help them along, and we think conditional use is a fantastic result. So, we support that very vigorously. Thank you.

**Ma Nge:** [via interpreter] My name is Ma Nge. Thank you for inviting me. I want to share with you that my rent is increased. And the one thing I would like to let you know is it's our same apartment but some of the rooms are increased more than the other. Please consider about these same apartment but the rent increase is not the same, so what can I do for that? Can you please consider about us as refugees? Thank you.

**Ganga Khanal:** [via interpreter] Good evening. My name is Ganga Khanal. I arrived here in 2012. Since July of 2012, I've been living in this apartment at 112th Avenue near Division. The rent was \$800 when I first moved there, which has gone up to \$895. I and my wife both have disabilities. We are both on benefits.

One of the main expenses that goes is the cost towards the electricity, that's about \$300. This is significantly higher than what most other people are paying. I brought this to the manager many times, but he keeps saying this is an old house and that he hasn't been able to look into the matter seriously. And this could not be just a single case, but there are eight other Nepali families live in this house and also maybe 25 other immigrant families, and most seems to go through this -- suffer through this problem. Besides, whenever the house is in very -- the conditions are not good. There are a lot of things that go wrong. There are many things to be fixed but they never take care of this. So, maybe some kind of inspection to check the standard of the living would be good. That's what I would request.

Had this been a government building, maybe we could also come up with some kind of support but this is a private -- it seems to be a private apartment and as we pay the rent and it should be the duty or the responsibility of the landlord to come up with all the proper repair. Now where I live, the windows are broken and there is like cold draft coming and we have to keep the heater all the time on.

**Fritz:** Thank you very much, appreciate you coming in.

**Khanal:** This is my request to the government here and I humbly put my respect to all of you here.

**Fritz:** Thank you very much. We really need to get to the next testifier.

**Khanal:** I hope I would not have to go through any actions because I brought this here, too, because --

**Fritz:** This isn't actually -- this is about the Comprehensive Plan. I appreciate your bringing your concerns to us, but we're not going to be -- you won't get into any trouble because we're not actually the people who do that. Thank you for your patience. Would you like to get started?

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**Cristina Palacios:** Hi, thank you for having me here. My name is Cristina Palacios, I'm the community organizer with the Community Alliance of Tenants. I want to thank you for your courage for passing protections in the City of Portland. I've been able to tell the good news

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**Fritz:** I'm going to need you to keep on the Comprehensive Plan.

**Palacios:** Yes. I'm going to get there, thank you for the reminder. I'm here to ask you to have the same courage to say yes to the recommendations in the Comprehensive Plan, especially the housing part. We've been getting a lot of people being displaced and unable to find housing. Today, I took 19 Spanish calls -- nine of them were evictions. A few minutes ago, I got a notice from a building that I've been working in in East Portland where five African Americans got evictions after we've been working with about 30 community organizations trying to find resources, find a way to help those tenants that got an eviction notice in October. With the help of the lawyers, their notice got extended, but they can no longer do that.

**Fritz:** I'm going to need you to stick to the Comprehensive Plan.

**Palacios:** Yes, so the anti-displacement measurements in the Comprehensive Plan are going to address those situations and protect renters from being displaced from their communities. Thank you very much for having me.

**Samantha Dinwidde:** I'm in the Cully district and it's the overlay industrial and how it will impact or neighborhood.

**Fritz:** Just give us your name and the address you're concerned about, please.

**Dinwidde:** I'm reading for Paul English, I'm Samantha Dinwidde. We are a small community in the Cully area off 63rd and Columbia. We're surrounded by the wildlife. We're concerned about the industrial overlay that's being proposed, the 20-year plan and how it'll affect us and our land use and value. I have some signatures that support the neighborhood that I'd like to turn in and some other information.

**Fritz:** Thank you so much for bringing that to our attention.

**Angus Duncan:** Good evening, Commissioners. Angus Duncan. I reside at 2373 NW Johnson Street in Portland. I chair the global warming commission for the state of Oregon, and I'm here to testify for the record how important a well-crafted Portland City Comprehensive Plan is to the state realizing its greenhouse gas reduction goals.

So, little known factoid. If New York City were the 51st state in the country, it would also be by far the most energy and carbon-efficient state in the country not because of a sudden blossoming of zero emissions homes in New York City or not because they have fixed the leaks in their steam tunnels -- because they haven't -- but because of density. Because people live and work in common wall dwellings in dense enough neighborhoods that they could support transit, which is more carbon and energy efficient.

Now presumably, none of us want to live in New York City or we would have moved there. We live in Portland. So, the lessons learned are not precise but they are useful lessons to be learned. Most particularly, that leveraging Portland density potential, especially in transit corridors, is critical to the state realizing its greenhouse gas goals.

We have actually had respectable success in the city and state. Statewide, we are actually down to almost our former 1990 levels of greenhouse gas emissions. But looking forward, all of our projections say we are headed sideways. Sideways is better than up, but it's not success. Sideways is failure. So, it is important that Oregon double down on its overall emissions programs and that Portland leverage its urban design advantages, including added densities where they can be sensitively and sensibly deployed to achieve carbon reductions in building stock and in transportation. Thank you.

**Tom Karwaki:** Good evening, my name is Tom Karwaki. 7139 N Macrum. I'm the vice-chair of the University Park neighborhood, the association and the land use chair. The

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UPNA board has requested that five properties that were commercially zoned in 1980 in that neighborhood as commercial be turned into residential. They are residences there. 6822, 6832, 6838, 6846, 6858 N Willamette. These are on the southern side of the Willamette right next to a bridge that the City does not own, it's a private bridge, and it's a very dangerous curve and it would behoove public safety to make that residential R5 instead of commercial. There's no commercial in that area that would be affected by it. The UPNA -- we're working with the property owners and we'll have something to you soon with all the property owners' signatures on that, to.

UPNA also supports TSP project 30059 which is ODOT fixing N Lombard, and 30090 with the north greenway from Cathedral Park to Swan Island -- both of these we support. We also affirm the statements made earlier about the map app not working in the first two iterations. This was a serious problem that there was no second languages. It was very difficult for people. And also that the BPS staff and PSC were not responsive to citizen neighborhood concerns -- almost none of North Portland's comments were considered.

**Fritz:** Welcome. You're the cleanup crew batting in the ninth inning. Just push the light and give us your name and get started, thank you.

**Peter Stachelrodt:** My name is Peter Stachelrodt. I live at 6921 NE 63rd, Portland. I'm here about the Comprehensive Plan 6-39. Under 6-39C, I'm happy to see this plan wants to protect the environment. But under 33.475.008 of the employment plan is it allows for mitigation. So five trees in Clatsop County in the EC zone that we fought for and paid for is done. What the neighbors are afraid of is to have a 47th street from Columbia to Cornfoot and Buffalo from 47th east with its high crime rate, junk, and garbage. I mean, these guys are parked in what should be the EC zone -- or what should be the EC zone, right up to the water's edge. We have quite a bit of wildlife down there.

Quality of life, property values we feel are going to nose-dive. This is a unique neighborhood in a special place along the slough with second generation farmers and startup farmers begging to use the large lots. This is food security nine miles from city center. We cloister huge amounts of carbon in this neighborhood by farming. And I just don't see how this zone is going to -- this little area is going affect anything in the bigger picture except it's going to wipe out some farms which I consider pretty important.

**Fritz:** What's the current zoning and what's the proposed?

**Stachelrodt:** It's residential farm and it's in IS2.

**Fritz:** So propose to go from industrial from farming?

**Stachelrodt:** Right.

**Fritz:** Thank you very much for bringing this to our attention.

**Allan Johnson:** My name is Allan Johnson and I live at 3717 NE 126th Avenue in Argay Terrace. Lived there 35 years. Argay has mostly been R7, and we look forward to the new Beech Park and thank you, Council members, for making that happen. We look forward to it.

My concern is the area in president west of the proposed park to 122nd and between Beech and Shaver, commonly known as the rossi farm. That is zoned R3. Many members in the Argay neighborhood want to make that R5. We feel that would be more fitting to the neighborhood. Thanks for hearing.

**Rau Vang:** [via interpreter] My name is Rau Vang. I have three children. Right now, I live at apartment. I think for the long run with the three kids, I'm looking forward for affordable housing. I wish -- I would like to be stay with my own house.

For us, we are came from another country from here, so we don't know about in this culture and we have a difficulty regarding the language barrier, and also my husband is the only one who works. So we don't know how to buy a house. My wish is I want to see my

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own house affordable with my three children, and then our healthy life. And also at the apartment -- as you know, I have three children. The children are very active and they are very playful. So sometimes, I am worried about that. The neighbor can complain any time. And also, as you know, regarding about the rent -- it's every increase every monthly or every year. So for the long run, I think I cannot afford for the increased money, increased rent. For us, we are looking for the housing and then we won't be own and healthy lives, healthy life. We want to live healthy, happy life. And also, thank you so much to have this kind of opportunity to share my feelings. Thank you so much, everybody. Thank you.

**Fritz:** Thank you very much.

**Moore-Love:** That's all who signed up.

**Fritz:** Either of my colleagues want to have any final comments?

**Novick:** Thank you so much, everybody who testified and everybody stayed here until the bitter end. This was extremely informative and at times a heart-wrenching few hours.

**Fritz:** Thank you very much, everybody who's coming out. This hearing will be continued until January 7th and 6:00 at Self Enhancement, Inc. in Northeast Portland. I wish everybody a very happy holiday if you're not going to be joining us at City Council next week. Thank you.

At 9:00 p.m., Council adjourned.