



CITY OF
PORTLAND, OREGON

**OFFICIAL
MINUTES**

A REGULAR MEETING OF THE COUNCIL OF THE CITY OF PORTLAND, OREGON WAS HELD THIS **20TH DAY OF APRIL, 2016** AT 9:30 A.M.

THOSE PRESENT WERE: Commissioner Fish, Presiding; Commissioners Fritz, Novick and Saltzman, 4.

Commissioner Fritz arrived at 9:32 a.m.

OFFICERS IN ATTENDANCE: Karla Moore-Love, Clerk of the Council; Denis Vannier, Deputy City Attorney; and Jason King and Mike Miller, Sergeants at Arms.

Item No. 384 was pulled for discussion and on a Y-4 roll call, the balance of the Consent Agenda was adopted.

The meeting recessed at 11:45 a.m. and reconvened at 11:47 a.m.

COMMUNICATIONS		Disposition:
377	Request of Shedrick Jay Wilkins to address Council regarding OMSI, R2D2 move, solar cells, low energy lifestyle (Communication)	PLACED ON FILE
378	Request of Brad Perkins to address Council regarding Sullivan's Gulch Trail (Communication)	PLACED ON FILE
379	Request of Jack Frewing to address Council regarding Sullivan's Gulch Trail (Communication)	PLACED ON FILE
380	Request of Fredric Alan Maxwell to address Council regarding his cat (Communication)	PLACED ON FILE
TIMES CERTAIN		
S-381	<p>TIME CERTAIN: 9:45 AM – Amend Intergovernmental Agreement with Metro for development of a Preferred Alternative Package, Locally Preferred Alternative and Draft Environmental Impact Statement for the Southwest Corridor Plan (Previous Agenda 211; Ordinance introduced by Commissioner Novick; amend Contract No. 30004541) 45 minutes requested</p> <p>Motion to accept substitute ordinance: Moved by Novick and seconded by Fish. (Y-4)</p>	<p>SUBSTITUTE PASSED TO SECOND READING APRIL 27, 2016 AT 9:30 AM</p>

<p>S-382</p>	<p>TIME CERTAIN: 10:30 AM – Acknowledge the engineering contributions of the Professional and Technical Employees Local 17 and create the City of Portland Professional Employee Association Value Capture Program to leverage funding for design and construction of transportation and stormwater infrastructure (Resolution introduced by Commissioner Novick) 30 minutes requested</p> <p>Motion to accept substitute resolution: Moved by Novick and seconded by Fritz. (Y-4)</p> <p>Motion to add resolved paragraph to commend individuals for their innovative work: Moved by Fritz and seconded by Fish. Accepted without objection. (Y-4)</p>	<p>SUBSTITUTE 37205 AS AMENDED</p>
<p>CONSENT AGENDA – NO DISCUSSION</p>		
<p>Mayor Charlie Hales</p>		
<p>383</p>	<p>Reappoint Doug Henne and Harriet Strothers to the Business License Appeals Board for terms to expire December 31, 2018 (Report) (Y-4)</p>	<p>CONFIRMED</p>
<p>Bureau of Police</p>		
<p>*384</p>	<p>Authorize an Intergovernmental Agreement with Multnomah County, Oregon for the use of U.S. Department of Justice, Office of Justice Programs, Bureau of Justice Assistance FFY 2015 National Sexual Assault Kit Initiative Grant Program funds for agency personnel and grant program expenses (Ordinance) (Y-4)</p>	<p>187687</p>
<p>Commissioner Nick Fish</p>		
<p>385</p>	<p>Authorize grant agreement with Oregon Nikkei Endowment in the amount of \$25,000 to support the renovation and repair of the Japanese American Historical Plaza in the Governor Tom McCall Waterfront Park (Second Reading Agenda 355) (Y-4)</p>	<p>187683</p>
<p>Bureau of Environmental Services</p>		
<p>386</p>	<p>Authorize the Bureau of Environmental Services to acquire certain permanent and temporary property rights necessary for the Beaverton-Hillsdale Hwy Drainage Retrofits for Water Quality Project through the exercise of the City's Eminent Domain Authority (Second Reading Agenda 356) (Y-4)</p>	<p>187684</p>
<p>Commissioner Steve Novick</p>		
<p>Bureau of Transportation</p>		
<p>*387</p>	<p>Authorize a contract with the lowest responsible bidder for the NE Prescott St: I-205 to NE 102nd Ave sidewalk project (Ordinance) (Y-4)</p>	<p>187685</p>

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*388	Authorize a contract with the lowest responsible bidder for the East Burnside Street Safety Improvements project (Ordinance) (Y-4)	187686
REGULAR AGENDA		
Mayor Charlie Hales		
389	Proclaim April 20, 2016 to be a day of remembrance for Hank Miggins in Portland (Proclamation introduced by Mayor Hales) 10 minutes requested	PLACED ON FILE
Office of Management and Finance		
*390	Amend ordinances to increase amounts of short-term subordinate urban renewal and redevelopment bonds (Ordinance; amends Ordinance No. 185670 and Ordinance No. 187287) (Y-4)	187688
Commissioner Nick Fish		
391	Establish reporting requirements for political consultants (Second Reading Agenda 374; add Code Chapter 2.14) (Y-4)	187689 AS AMENDED
Bureau of Environmental Services		
392	Authorize contract with Black and Veatch Corporation to provide engineering services for the Tryon Creek Wastewater Treatment Plant Influent Pump Station, Headworks, Primary Clarifier, and Odor Control Improvements project not to exceed \$6,687,914 (Second Reading Agenda 366) (Y-4)	187690
Commissioner Dan Saltzman		
Portland Fire & Rescue		
*393	Authorize application to the Department of Homeland Security, through the Federal Emergency Management Agency for a \$975,000 grant to replace the Station 6 pier and dock and purchase a boathouse for Station 6 (Ordinance) (Y-4)	187691

At 12:00 p.m., Council recessed.

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A RECESSED MEETING OF THE COUNCIL OF THE CITY OF PORTLAND, OREGON WAS HELD THIS **20TH DAY OF APRIL, 2016** AT 2:00 P.M.

THOSE PRESENT WERE: Commissioner Fish, Presiding; Commissioners Fritz, Novick and Saltzman, 4.

Commissioner Saltzman arrived at 2:04 p.m.

OFFICERS IN ATTENDANCE: Karla Moore-Love, Clerk of the Council; Linly Rees, Senior Deputy City Attorney; and John Paolazzi and Mike Miller, Sergeants at Arms.

The meeting recessed at 4:36 p.m. and reconvened at 4:39 p.m.

394 TIME CERTAIN: 2:00 PM – Adopt new and amended supporting documents for an update of Portland’s Comprehensive Plan; accept report of the Citizen Involvement Committee (Previous Agenda 375; Ordinance introduced by Mayor Hales) 10 minutes requested	Disposition: CONTINUED TO APRIL 28, 2016 AT 2:00 PM TIME CERTAIN
395 Adopt a new Comprehensive Plan for the City of Portland, Oregon (Previous Agenda 376; Ordinance introduced by Mayor Hales) 3 hours requested	CONTINUED TO APRIL 27, 2016 AND APRIL 28, 2016 AT 2:00 PM TIME CERTAIN

At 5:36 p.m., Council recessed.

April 21, 2016

A RECESSED MEETING OF THE COUNCIL OF THE CITY OF PORTLAND, OREGON WAS HELD THIS **21ST DAY OF APRIL, 2016** AT 2:00 P.M.

THOSE PRESENT WERE: Commissioner Fish, Presiding; Commissioners Fritz and Novick, 3

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

The meeting recessed at 3:19 p.m. and reconvened at 3:24 p.m.

<p>396 TIME CERTAIN: 2:00 PM – Accept report on the State of the Arts from the Regional Arts and Cultural Council (Report introduced by Commissioner Fish) 1 hour requested Motion to accept report: Moved by Novick and seconded by Fritz. (Y-3)</p>	<p>Disposition: ACCEPTED</p>
<p>*397 TIME CERTAIN: 3:00 PM – Authorize \$65,000 for grant agreement with Momentum Alliance through the Diversity and Civic Leadership Program to support community engagement activities for communities of color, immigrants and refugees through October 31, 2016 (Ordinance introduced by Commissioner Fritz) 1 hour requested</p>	<p>CONTINUED TO MAY 4, 2016 AT 9:30 AM</p>

At 4:14 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.

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Closed Caption File of Portland City Council Meeting

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

Key: ***** means unidentified speaker.

APRIL 20, 2016 9:30 AM

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

Fish: Welcome, everybody. Mayor Hales is in Europe doing Council business, and as the president of the Council, I have the honor of chairing today's meeting. And we're going to begin by having me read a script.

The purpose of Council meetings is the orderly consideration of the public's business. Preservation of order and decorum is necessary for due consideration of matters before Council. We welcome the public to attend and fully participate in our meetings.

During the meetings, there will be time-limited opportunities for public comments on various agenda items. Although citizens can sign up for communications, public testimony on a Council calendar item must address the matter being considered. Please state your name for the record and we do not need your address. If you are a lobbyist, please disclose that information at the start of your testimony. If you are here representing an organization, I ask that you disclose that as well.

Unless otherwise informed, each community member will have three minutes to speak in front of the Council. At two minutes and 30 seconds, you'll start to hear an annoying beep and a light will flash on the box before you. At three minutes, you'll hear four beeps and the light will continue to flash, and that will be notice to you that it's time to let the next person speak. I ask that all of you respect the time limits so that there is time to hear from everybody who signed up to address matters before us.

If you have a handout today, please give it to Karla, our Council Clerk, and she will distribute it to the Council members and make sure it goes into the record. And again, please limit your testimony to the matters at hand.

Council rules of procedure seek to preserve the public order and to ensure that Council's deliberations proceed efficiently and that all who want to participate get to be heard. Conduct that disrupts the meeting -- for example, shouting during other people's presentations or interrupting testimony -- will not be allowed. We would ask you, if you want to show your support or displeasure, to use your hands by waving, thumbs up or down, and the like. And this is officially a warning to anyone who is thinking of disrupting our proceedings. You shall be escorted from the Council and excluded from City Hall if these rules are not followed.

Finally, if needed, Council will be taking a lunch break at either 12:00 or 12:30, depending on the schedule. Obviously, our preference is to get through all of our work before breaking and we have a full afternoon, but we'll announce later in the day what our schedule is if it looks like we're going to be tight. With that, Karla, let's move to the communications, and would you please read item 377?

Item 377.

Fish: Mr. Wilkins, welcome.

Shedrick Jay Wilkins: I'm trying to overcome my fear of public speaking, which I have over the last few years.

Fish: You'll do great. Just state your name for the record and you have three minutes, sir.

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Wilkins: Alright. Five years ago I was homeless, and I tried to stay at -- while working at my job -- at Dignity Village. And Dignity Village at the time was having fights about energy and they were thinking about getting a grant for solar cells, and I heard you were going to - - which I like solar cells and I like to promote the alternative energy. People who are homeless or live homeless use propane tanks for heat, they use -- they could use solar cells. Anyway, I got on HUD housing, and now -- I'm like a veterans and stuff like that, it's 30 percent of my income. I still like to double back and I heard you are going to move Right 2 Dream Too to OMSI, although it's being appealed. If you do, instead of looking down at homeless people like they're in a zoo, why don't you try to get these homeless people to you solar cells so they can get online, try to make the camp off the grid. I actually walked by 3rd and Harrison, I like OMSI. And OMSI right now has an excellent exhibit put on by a company called solar world and actually held a make solar cell panels. It's on the north side of the hall -- excellent. And there's another one with Intel who shows how they use solar cells in third world countries so that children can learn in villages. Intel and solar world had two excellent exhibits there -- actually how you make the things.

Next year, I would like to go to Salem. I've been here too long in Portland. I would like to move to Salem and maybe be a lobbyist. If I fail, I've given up my HUD apartment, so I will be working -- I might have to use the homeless place that I want to be solar powered. Certainly not exclusively solar powered but say just that they are kind of somewhat off the grid. And like I say, even at Dignity Village, there was energy fights. They paid a community electric bill, and they were -- when I was trying to get in there, they were trying to get some grants for solar panels so that they get on their cell phone, their laptop and stuff like that. Also, anything done at OMSI could also be used at Dignity Village. Dignity Village is unobscured to the house, and if I lived there for \$200 a year -- instead of my \$2000 HUD apartment, I could have spent \$2000 a year on solar cells. And I would have gotten a humidifier. Somebody had a noisy generator next to this shack I was in, and also, you wouldn't have to have these noisy generators. And I've seen the site on OMSI, and I think it's an excellent place to say that we're using science for homeless people.

Fish: Thank you very much.

Fritz: Just a clarification, Mr. Wilkins. The site is -- the better landmark is near the Goodwill. It's about half a mile from OMSI. And indeed, Right 2 Dream Too is looking at whether they can use sustainable development options, including solar, so thank you for your testimony.

Wilkins: I'd like to help them do that.

Fish: Thank you very much. Would you read 378?

Item 378.

Fish: Good morning, Mr. Perkins. Welcome. We just need your name, and you have three minutes, sir.

Brad Perkins: This is not about Sullivan's Gulch -- I will wait until this afternoon to address another issue. This has to do with Emanuel Hospital. My name is Brad Perkins, land use chair of the North NorthEast Business Association.

In March 1971, Emanuel Hospital signed an agreement with five other parties to provide land for up to 300 affordable housing units. Other signatories -- PDC, HAP, and the Emanuel displacement persons association -- were to work together to make it happen. That was 45 years ago, and housing has not been built there since.

Here are the few quotes from the agreement. That the parties agree to cooperate in the development of the afore-described area within the Emanuel Hospital urban renewal project, with approximately 100 to 300 units of federally-assisted low and moderate income housing, including public housing and complimentary residential and supportive use. The parties agree that all the parties will cooperate in providing federally-assisted housing to

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achieve the goal of replacing all the existing housing units demolished as a result of Emanuel Hospital urban renewal project. It is concluded that each and every party agrees to the above principles and objectives, and will devote the maximum energy and enthusiasm obtained towards achieving the above goals in improving the housing situation of model cities residents.

Four months after this agreement was signed, Mrs. Leo Warren, chair of the Emanuel displacement person association, wrote a letter to John Kenward, executive director of PDC, stressing the need to begin the housing replacement process. Instead of helping the community by facilitating the replacement of demolished housing, Mr. Kenward institutionally ignored the Portland Development Commission's agreed-upon obligations. He convinced the chairman of the metropolitan human relations commission that there was no need for a hearing on this matter. You can see the letters. Why bother replacing the housing when the signed agreement released the needed \$5 million from the federal Housing and Urban Development program, known as HUD, so that PDC and Emanuel could finish working together to buy up 22 blocks of property with the force of eminent domain, displacing mostly Black tenants and clearing the land?

NNEBA, NECN, Elliott neighborhood, and the Urban League insist that Portland City Council do the right thing. Begin the process of creating up to 300 affordable housing units as agreed to by the City and Emanuel by rezoning three blocks of Emanuel's property at the southeast corner of their campus from IR to M3. It's past the time to heal from the institutional racist violence endured years ago by hundreds of people. After all, aren't hospitals in the business of healing? The scars of vacant lots are the blight of today.

I just wanted to say that, you know, everybody puts their pants on the same way because they're are major institution. It's all about people and it's all about negotiating an agreement that's fair to the City Council and the community and Emanuel Hospital, and that's all that we're asking and hope for after this land is rezoned.

Fish: Mr. Perkins, just -- the documents you've given us are an agreement signed by, among others, the Portland Development Commission, and what used to be known as the Housing Authority of Portland, and then there's some correspondence. And if we wanted to find the additional documents in the record, did you get these from the archives?

Perkins: Yeah, they're all at the archives, and there's a lot more there.

Fish: Do you have some also additional documents?

Perkins: Yeah, in my file -- I have plenty. And it's worth checking into. It's quite interesting stuff, you know.

Fish: Thank you very much.

Perkins: Thank you.

Fish: Karla, would you please read 379?

Item 379.

Fish: Good morning, sir. Welcome. All we need is your name and you have three minutes.

Jack Frewing: My name is John Frewing. It's maybe out of order that I want to talk about Sullivan's Gulch trail when the community is having difficulty managing the different peoples who want to use the Springwater trail, but the Sullivan's Gulch trail is different and it needs to be pushed forward by the Council.

There has been a study, there have been studies over the last dozen years regarding the Springwater trail, and yet nothing has gone forward except one piece out by I-205. We need to promote the Sullivan's Gulch trail not only because East Portland is generally flat as opposed to the hilly side on the west and because of the increasing conflict between pedestrians and bicycles and automobiles on the street, we need some off-street communication, but the need is that -- to get money for engineering and proceed, put it in the budget so that we get going on this trail.

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There are actually two trails, two Sullivan's Gulch trails, one near the top of the buff on the north side across the street from Metro, Oregon building, BPA, etc., and then down along the railroad there's another trail in the concept plan that goes all the way out to the Gateway and even beyond. The northern -- the upper trail is what I'm interested in. I live at Holladay Park plaza, and our folks walk in the neighborhood. And they don't want to walk long distances, but they need to walk somewhere. And there is an existing illegal easement, pedestrian easement, from 16th to 21st that already exists that could be built. The City owns it. I urge you to get that particular piece on the agenda for funding in the next year or so.

Fish: Sir, I want to just ask Commissioner Novick -- we had a presentation not long ago, Steve, where you came forward with a PBOT list of projects that were in the pipeline. I believe that there were a number of Sullivan's Gulch projects on that list, is that correct?

Novick: In a word, yes.

Fish: OK. So -- sir, thank you for bringing your perspective. I believe the opportunity has been framed, the question is now finding the funding.

Frewing: Right. Thank you.

Fish: Thank you, sir. Karla, please read Council item 380.

Item 380.

Fish: Mr. Maxwell, are you here?

Fritz: Aw. I was looking forward to hearing about the cat.

Fish: OK. Alright, we're now going to move to a time certain, but first we're going to take up the consent agenda. And Karla, what's been pulled?

Moore-Love: Item 384.

Fish: 384 has been pulled. Does anyone wish to pull any other items on the consent agenda? Hearing none. Karla, please call the roll.

Roll on consent agenda.

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

Fish: And Karla, after we've done the two time certain, we'll take up 384 as the first order of business on the regular agenda. OK, we have two time certain. We're right on time. Karla, please read 381.

Item 381.

Fish: Commissioner Steve Novick.

Novick: Colleagues, technically what we're doing today is making a somewhat ministerial amendment which Teresa Boyle will explain, but it's also an opportunity to talk about the importance of and the goals that we have with the Southwest Corridor Plan.

The Southwest Corridor Plan aims to provide a range of high-capacity transit, bicycle, roadway, and pedestrian improvements to communities in Southwest Portland and southwest Washington County. Today, we're confirming the addition of City funds to Metro in order to further the required environmental analysis for the project. The outcome will be a DEIS and a locally preferred alternative, which will in turn qualify us to seek federal funding and complete design of the project to move it toward construction.

Those living and working in the southwest corridor currently struggle with traffic congestion and a lack of transportation options. Issues of connectivity affect access to employment, education, and retail centers. By bringing high-capacity transit to Southwest, we are completing the transit backbone for our region that was first envisioned over 35 years ago. This essential addition to our high-capacity transit network would come just in time as we get ready for the large numbers of people projected to move here in the next 20 years.

Not only is transit important to the region, it's important to the city. We look to our investment and participation in this project as a way to achieve lasting benefit for

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Portlanders while furthering the City's goals around jobs, housing, overall mobility, sustainability, and the environment. We seek to ensure that the Southwest Corridor Plan finds way to connect all of those important places in the corridor that can't be reached directly with high-capacity transit, not just in Portland but in Tigard, Tualatin, and points beyond. This means there needs to be a strong focus on adding elements to the transportation network so that people can walk or bike to use the transit. It also means that we have to do a better job of distributing park and ride facilities to spread out the number of places where people drive and ride instead of concentrating so much of it in Portland. Maximizing park and ride opportunities in suburban communities where patrons begin and end their ride is an ethic that we feel must be embraced, and we're counting on Neil and Bob and the rest of the steering committee to work with us to make this happen. And I will now turn it over to the honorable Teresa Boyle.

Teresa Boyle, Portland Bureau of Transportation: Good morning. I'm Teresa Boyle with the Bureau of Transportation, and I am the City's manager for the Southwest Corridor Plan and the associated high-capacity transit project. With me today, momentarily, is Joe Zehnder from the Bureau of Planning and Sustainability, Councilor Bob Stacey and Malu Wilkinson from Metro, and Neil McFarlane is joining us from TriMet. Providing letters of support are two of our other jurisdictional partners, Washington County and the City of Tualatin, and you should have those in your packet. Because we're a little tight around the table, I'll be taking a seat in the audience so Neil can come join you and I'll return after the presentations are complete.

So, we along with our other regional partners are funding the planning efforts to complete a DEIS and select an LPA, both of which are required in order to seek federal funds.

Fish: Could you spell those out for -- both of those terms -- for us?

Boyle: Absolutely. DEIS is draft environmental impact statement. LPA is a locally preferred alternative. Thank you.

The Council action under consideration today is an amendment to the IGA that we have with Metro for the Southwest Corridor Plan. Last winter, we executed this agreement in order to provide a \$500,000 City contribution to studying the project, and today, we are proposing to add a second final contribution of \$550,000 from the City which has been authorized in the current budget for 15-16. This will bring our total contribution to \$1,050,000, which is about 11 percent of the total budget for the study. We're also spending City funds to keep the staff working on the project, and that's a total of 300,000 for the two-year period. So, if there are no process-related questions about the amendment itself, I'll turn it over to Joe.

Joe Zehnder, Bureau of Planning and Sustainability: Good morning, Commissioners. Joe Zehnder, chief planner with the Bureau of Planning and Sustainability. I have two points I'd like to make today that were sort of previewed in Commissioner Novick's comments.

When we started this project on the City side with Metro and TriMet was with a land use vision for SW Barbur, and it allowed us to get a clear understanding of the consensus view with both the community and the stakeholders about what kind of place do we think we can convert SW Barbur into, how can we use transit to advance that cause? Going from surface parking lots and one-story retail to mixed use centers, going from unsafe corridors for pedestrians to pedestrian safer centers that support pedestrian traffic to in those mixed use locations have better housing options. Then our question became how to use the design of the transit project to help advance those causes. So, as we go into this DEIS phase, that continues to be sort of the lens that we'll look at from the housing -- or from the community development planning side.

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Secondly, since we did that plan in 2013, we worked on the Powell-Division corridor. And on the Powell-Division corridor, we were asked by Metro to have Gresham and the City of Portland develop a local action plan. Also, since -- which really, because of the makeup and the direction of the steering committee on the Powell-Division project, that local action plan which you'll see in the near future is focused on economic development and affordable housing development because of the concern especially in that corridor for displacement, because that's the community center there.

Secondly, since we approved that Barbur concept plan, we've all become archly aware of the housing crisis and the lack of affordability and increasing the cost of housing in the city. So with the Powell-Division action plan, we came up with this joint PDC, Housing Bureau, City, proposal of actions. The community accepts it as a good foundation, a good composite of what one might do, but we don't have the funding to implement it. And since that corridor is still in flux, we've considered a number of options like TIF and the like. So, we'll come back at it. But when we look at Barbur, when we look at that project on Powell and Division, that was like a \$160 million transit project. Barbur is two billion-ish. And so, that component of a housing strategy that goes with this -- really what will be a critically-important high-capacity transit project that we're looking forward to -- seems to be underdeveloped right now.

So I think that as we also -- the City -- look at this, we need to be upping our game on anticipating that. And when you think of the level of funding regionally that we're going to need to raise to build this project, it seems that we would probably expect that we would have a housing component that would be part of the regional look at funding. So, as we go into the next phase with the Housing Bureau, Planning at least will start to try to move forward our thinking on the affordable housing component.

Bob Stacey: You're looking at me.

Fish: Bob, welcome.

Stacey: Council President Fish, Commissioner, I'm Bob Stacey, Metro Councilor and co-chair of the steering committee for the southwest corridor project. I want to thank you for taking the time to spend a few minutes to review to date in anticipation of the next phase, which is the important one of going through the federal environmental impact statement process and emerging with an alternative that would be presented for decision.

I have to acknowledge both Commissioner Novick's leadership role and the leadership of the City of Portland as a whole in this project. There are a number of voices and a number of needs, and between Commissioner Novick, the excellent work of the City staff, and the work that this Council did to ensure that the voices of the organized neighborhood associations in Southwest Portland be heard on a regular basis and in a process that enables them to be actively engaged in an informed way, we have a much strengthened process. Thanks for your leadership on that.

This is, as Commissioner Novick noted -- using his radio voice, that was very impressive -- this is the last spoke, if you will, from a Portland-centric position, the last corridor in our region to be considered for a high-capacity transit investment. This is an investment in transportation choices, in a wide variety of transportation modes not solely high-capacity transit, and it will add great accessibility to this part of the region. And it's two-way accessibility. If you're a resident of Southwest Portland, you have destinations, including future employments opportunities that are emerging in Southwest in the southeast part of Washington County, as well as into downtown. There's increased capacity for transit as well as other modes of travel locally and along the corridor. And of course, the people in southeast Washington County, Tigard, Tualatin, and other cities will have access to the regional center, the central city of Portland.

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The steering committee is wrestling with some tough choices. We literally cannot get to every one of the desirable destinations in this corridor, as you've heard before, because they are not right along one single line. And so those choices are one that we need the City's leadership on, and we need the information about a variety of choices yet to be made that will come from the environmental impact statement.

So, we look forward to continuing it with this collaborative relationship, with the City's active engagement at all levels, including the citizenry. Malu Wilkinson, the project manager from Metro's side, will provide an update and an overview. Thanks for your help today.

Malu Wilkinson: Good morning, Commissioners. I'm happy to be here. Malu Wilkinson, Metro's investment areas manager, and I get the pleasure of following these guys, so you'll at least see something to go along with the words you have heard.

I am happy to be back here today. We were here before you in January of 2015, and so my point is really to both remind you all in some images why we are looking at the southwest corridor and give you a progress report on where we are and where we're aiming to go.

So you heard Joe talk about very eloquently, we started out this Southwest Corridor Plan effort by asking each of the communities throughout the southwest corridor to identify what their land use vision is, and you can see on the background on the screen that there are a bunch of circles all across, and this also highlights Councilor Stacey's comment that you can't really get to all of the places that we'd like to get to. Those all are places that the community has identified, and what we're trying to do as we think about investing in transportation from a regional perspective is how we can best align these major transportation investments in a way that supports local community visions so that we are achieving all of our goals across the region.

So, a couple of images. You know, you look at these cars on the road. This is not why we live in Oregon. This is not what we want our days to be like, sitting in traffic. This is one of the issues that we have in the southwest corridor. This is not the reason you love your neighborhood when you can't walk safely around your neighborhood, you can't get to where you want to go unless you get in a car. And these are a couple of -- you know, we're really doing this for the people. These are a couple of images of people who live and work and have businesses in Sherwood and Tualatin, so this really is a regional investment and we're thinking about the people and their needs and opportunities across all of the southwest portion of the region.

Some of the challenges and opportunities that you saw earlier -- really there is a significantly high travel demand throughout the corridor. It's not all coming into downtown Portland. There's a significant amount that does and goes back and forth, but there's also a high travel demand over to Beaverton and Hillsdale and Wilsonville and Salem. And this is a part of the region that is growing and we are anticipating will continue to grow. There are major urban growth boundary expansion areas around Beaverton and Tigard and Sherwood, and all of those communities are growing rapidly.

There's increased traffic congestion and unreliable travel times. Right now, if you try and drive between downtown Portland and Tualatin, it could take 14 minutes if there's no traffic; it could take 55 minutes if there is traffic. So if you need to get some place on time to pick up your kid, to get to work, to get home or for whatever reason, you need to plan an hour in your car even if it only takes you 14 minutes. So, that's a big issue.

There's a lack of safe infrastructure and connectivity for walking and biking and driving. This is really partly because of the topography, the geography of this part of the region. It's beautiful. There are a lot of hills, and it's not well connected in some places. And there's insufficient and unreliable transit. You'll hear from Neil after me about some of

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the efforts that TriMet has been making to improve the local transit service in the southwest corridor, but there are large portions of the area that have a lack of transit service.

All of those reasons are why we identified the southwest corridor as a region. In 2010, the green that you see on your image, both the light and dark -- in 2010, this was identified as the region's top priority for investment -- for looking at investments both in high-capacity transit and all types of transportation modes. And what you see is a map of our regional system. If you look closely, you'll notice there are no cities on that map. It's places. This is where people want to go. When you're a person trying to get around, you're thinking about trying to get to a Blazers game, to get to your job whether it's at the airport or Nike or Intel or in Wilsonville, you're trying to go shopping. You want to be able to get to where you want to go, and you can see by the dotted lines those are the Powell-Division project and the southwest corridor project. Those are really filling some missing gaps in the regional network.

So, progress to-date. In July 2014, the steering committee recommended a shared investment strategy based on that land use vision. It included parks investments, a large number of bike, pedestrian, and road projects that are focused on that land use vision, and it narrowed the high-capacity transit options that we study further. Each of the project partners on the steering committee endorsed that shared investment strategy, and then we moved to June 2014 where we really refined what we're looking at.

In July of 2015, the steering committee removed Marquam Hill and the Hillsdale tunnel from further consideration due to a number of issues -- both impacts, community feedback, and the ability to identify alternative connections that would work almost as well as those expensive, impactful tunnels.

In January of 2016, the steering committee identified the Bridgeport Village in Tualatin as the preferred terminus for a high-capacity transit line and refined some of the alignments through Tigard. And anticipated in May of 2016 is a steering committee recommendation on the right transit mode for the corridor, whether it's light rail or bus rapid transit, and the best way -- if a tunnel to serve the Sylvania campus is the best way to serve that Sylvania campus.

So, I just want to give you a couple of other images. If you look at this, this is what we started with when we were looking at high-capacity transit lines. And this is where we are now. We've done a lot of work over the last six years -- you can see how much we have -- we have focused in on what makes the most sense for this part of the region. You heard Councilor Stacey remind us it is not just high-capacity transit that this is part of the region's needs. It needs a number of different kinds of investments to help people.

Not everyone will take transit. We need improvements in road, bike, and pedestrian opportunities to move around. On the left, you can see that in green -- some of the projects we identified. We need local bus service improvements. TriMet has worked on the southwest service investment plan to help with that, and the implementation of that is really important for this part of the region as well. And there is the high-capacity transit, which we're kind of focusing in on.

Along with the high-capacity transit investment come a number of potential investments in road improvements, bicycle and pedestrian connections, and so we have tried to highlight some of these here. In Southwest Portland, some of what we're looking at is a way to connect the Barbur, Naito area to Marquam Hill. That would allow more of a connection between those neighborhoods and the people who work up there, more sidewalks and bike lanes particularly all along Barbur that we know is not always a safe place for people to bike. And so, that's part of what is included as part of the high-capacity transit project. This is just as important in Tigard and Tualatin.

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These shared investment strategy projects that we're talking about -- we're kind of working through a process right now of identifying what would be included in a draft environmental impact statement and what wouldn't. If it's included, it doesn't mean it's funded but that we're focusing in on it more. If it's not included, we need to work together to find out how to get these projects to move forward, because they are all important. So, we are working with your staff and communities in the Southwest Portland area and in Tigard and Tualatin to figure out which ones make the most sense to fit in which category, and we'll be working on that through the fall.

This is our overall timeline. In May, I already told you we're anticipating a steering committee -- some steering committee direction. In June, they'll be kind of putting all the pieces together and recommending a high-capacity transit preferred alternative package for moving into a draft environmental impact statement at which we are anticipating beginning a scoping period -- which is a huge amount of public review -- in late summer or early fall. We're aiming to finish that draft environmental impact statement in 2017 -- at the end of that -- with a locally preferred alternative adopted by the region in 2018.

I just wanted to highlight a little bit of engagement that we have been doing. We've been trying to reach people both in person and through online activities, because we reach different demographics in different ways. So, those are examples of what we've learned and how we've reached people so far. These are also some examples of stories. We've been trying to get people in their own words to talk about what these decisions might mean to them. We've been asking employers, we've been asking leaders, we've been asking youth and highlighting their stories, and so all of this is available on our website. And if you're interested, I just encourage you to look at it.

And so, again, this is just in another format our future schedule. I want to highlight our appreciation of the support that the City of Portland has given us so far in terms of our collaborative partnership. We've been working as Metro to manage the collective resources not just from the City of Portland but from Washington County, Tigard, Tualatin. Sherwood has also contributed funds. So has Durham and TriMet and ODOT. So, we're all in this effort together, and I want to highlight that we appreciate it and we're trying to manage our resources wisely. We look forward to improving the opportunities for residents to really have more options for moving around and living, working, and playing in the southwest corridor. With that, I think it's Neil's turn.

Fish: Bob, could you stay at the dais? Because I'm going to have a question for you after Neil. Welcome, Neil.

Neil McFarlane: Thank you very much. Council President Fish and Commissioners, thank you for the opportunity to be here to discuss what I think is a very important project for the region. We are talking about fulfilling a promise and meeting a need.

As mentioned, the southwest corridor is the last major radial project envisioned nearly 40 years ago. It connects the southwest area and communities in downtown Portland, reinforcing our land use vision, and gives us a positive alternative to an area that has just about as much traffic today as it can handle, yet growth is continuing. As former Tigard Mayor and co-chair of the steering committee, current Metro Councilor Craig Dirksen will often say it's the southwest corridor's turn to stay economically viable, and vigorous alternatives to the current traffic congestion is absolutely required. And congestion is clearly coming to the forefront of our region's concerns.

Let me talk a little bit about the promise. This line obviously connects Tigard, Tualatin, Southwest Portland to downtown Portland. Which, if you think about downtown Portland, it is the state's largest transit-oriented development, and it's been so successful. And I think it is incredibly successful because 40 years ago, we had a vision of serving this downtown area with excellent public transit. Currently, we provide about 45 percent of the

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trips into the downtown area, allowing it to grow and prosper. So, if you think about this, this is the last -- try this analogy on -- petal on the flower of light rail for the region. So, how does it meet the need -- [laughter]

Fish: I think we may have to go back to the drawing board on that one. [laughter]

Fritz: I think spoke in the wheel --

McFarlane: I didn't want to use --

Fish: -- colleagues -- a good effort, but I think that we will have to --

McFarlane: I didn't want to use the spoke thing again.

Fritz: The last petal usually falls off. [laughs]

McFarlane: How does it meet that need? Well, 400,000 people, as Commissioner Novick noted, are coming to the region the next 20 years. Some of us think that's a conservative estimate. We have never built these lines for today, we always build them for the future as to why this community stayed ahead of the curve in terms of the transportation for all these last 30, 40 years of increased growth. And I want to be really candid. This is a hard project and it's an expensive project. But to some extent, they all have been hard and expensive. But can we imagine the city today and the downtown without the investments we've made in the past? And as we think where we'll be in 20 years, I think we'd all want to be in a position where we say we did invest in this last spoke or last petal, and were proud of that, it as opposed to saying it was just too hard and we didn't want to take it on.

As a southwest corridor resident myself, I think I can be a little provincial about this and say, what's in it for the city of Portland? Well, directly, we'll rebuild Barbur Boulevard, which some of my neighbors would call "taming the beast." It will have sidewalks, bike lanes, and help meet the City's objectives for the Barbur concept plan, as Joe eloquently outlined, providing some really amazing sites for housing. We also understand that the southwest corridor neighborhoods have a general lack of sidewalks and bike lanes, as Malu noted, and it makes it difficult for people to get to transit, to get to shopping, to get to schools, to get to the things that they need to do to run their daily lives. And so, this project, I believe, is an essential element of bringing that infrastructure up to another level of success for the residents in the area.

And just a final note. Metro has forecasted that more people would be likely to board the southwest corridor train in 2035 than live in the city of Lake Oswego today. So, this is a major investment in the corridor travel and the economic viability of the whole southwest sector of our region and of your city. So, I urge your support for this and to join in leveraging the contributions that have come from ODOT, Washington County, TriMet, Metro, Tigard, Durham, and Tualatin. With that, happy to answer any questions.

Fish: Thank you. I think we have some questions. Dan?

Saltzman: I appreciate this presentation. I'm very excited about the prospects of high-capacity transit in the Barbur corridor, as you know. I guess I want to just drill down a little bit on what we're talking about, being more intentional about making sure affordable housing is constructed in this new corridor. So, TriMet -- typically when you build lines, you purchase lots of property. And I'm curious how we're going to integrate properties you acquire with the redevelopment potential for affordable housing, and is affordable housing development a strategy that's discussed in the draft environmental impact statement? I guess I would argue it should be. I don't know what the current rules are in EIS and what's in the scoping and what's not, but I guess we could always be different and try to be up front and address this issue from the very outset, I would argue.

McFarlane: Commissioner, thank you very much for that question. Because I think it is sort of as we have all become much more aware of the growth and the pressures on our housing stock in the city and the region, I think we have to put this in the forefront of all of our thinking and everything we do. I agree with that. And an example of our past strategy, -

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which I would contend we need to grow -- maybe put on the steroids, if you will -- is that we have at times acquired the opportunity parcels for construction staging and then turned those parcels over into opportunities for housing development.

When we started light rail construction, that was largely to demonstrate transit-oriented development. Well, candidly, we don't need to do that now. The goal of these same sorts of strategies will be affordable housing. And I can give you two examples along the current alignments where we're working to do that right now. There are many more, but one is up at our site at Argyle, kitty-corner from Paul Bunyan in the Kenton neighborhood. We've been working with the Housing Bureau, as you know, and the Portland Development Commission on a site which is the northwest corner of Argyle and Interstate, and we will be integrating affordable housing into a proposal that will be hitting the streets here shortly -- a request for proposal that will be hitting the streets here shortly. And again, that's a partnership with the City agencies as well as TriMet writing down property in order to achieve that outcome.

Similarly, we have another parcel that's at 18th and Salmon, across the street from the MAC club in the vicinity of the civic stadium. Not using the current -- thank you -- Providence Park. Again, we're working with your staff and others. Our intention is to include inclusionary zoning provisions as we offer that parcel as well so that we'll make sure that we are, frankly, responsive to that current request. I think that -- those are examples. I think that when we begin look at this -- and it will be part of the DEIS, the consideration of housing strategies, equity strategies -- we're much stronger in that regard than I think we've been historically. It will be in the forefront of this work.

Saltzman: It will be -- I appreciate your examples, and I know TriMet's got great intentions on redeveloping the property it's purchased, including for affordable housing. So, affordable housing strategy and relative impacts of options will be looked at in the draft environmental impact statement?

Wilkinson: Yeah, so, Commissioner, if I could just add to that. Metro also will be embarking on the environmental impact statement. We are also looking to both apply the work that we're doing on the equitable housing program in the southwest corridor, and so we have staff who are available to help do that. We're also hoping -- we have another round of community planning and development grants that are upcoming that are housing focused, and we see a real opportunity to align some of that with the southwest corridor efforts. So, we are looking to be sure that there's as much as possible of an alignment between the work we are undertaking to invest in transportation to bring along the housing component with it. So yes, it will be part of the EIS.

Stacey: And Malu has a lot to report there, but another program in her department is the transit-oriented development program. It's a modest effort when viewed from a regional scale, but Metro is able to invest up to \$500,000 per project for development proposals in transit-oriented locations such as the station areas that will deliver transit benefits. And the team at Metro has recalibrated with the Federal Transit Administration's approval the criteria that we use, so they look at affordability as one of the additional opportunities for adding ridership so that more units can be incentivized to be affordable. We look forward to working with the City's tools in that area.

Saltzman: Great. Thank you.

Fish: Can I follow up on something Dan just mentioned? So, I'm going to make a bold prediction that the four people that you see up here today will be sitting here when we take up the locally preferred alternative. And I think that increasingly, the Council is of a mind to put conditions on dollars that go into the projects. And I'm going to direct this question to Bob, because I have no doubt that people of good will can be opportunistic in looking for options along the route, but I think what this Council is likely to say we want to actually

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have hard numbers, goals, and we want to make sure that all our tools are put to the service of accomplishing those goals.

Bob, in addition to tag teaming with Sam Chase and being the champions for affordable housing in Metro, you're a former planning director. So, you have a breadth of experience on this. And I think one of the things that we would benefit from as this process matures is what are the prescriptive things that we need to start baking into every funding allocation that we make, where we're being intentional about our values and we're being clear about what the goals are? And my guess is that even though the locally preferred alternative discussion is a couple years down the road, that a lot of real estate speculation is occurring in anticipation of where that line might go. So, the window is narrowing, in a sense. And so, what we'll be looking for is some guidance as to what conditions we can put on our funding component of the project -- because obviously the Council is very supportive of this project -- that ensures that we meet measurable goals on affordable housing, not just good intentions? Any feedback?

Stacey: Sure. First, as Joe pointed out during his remarks to Council, Portland staff both through the Bureau of Planning and Sustainability, PBOT, and Housing and PDC have been leaders in the Powell-Division corridor work. The Portland action plan is a plan, among other things, for housing affordability. What I would not counter but suggest in addition to your remarks about conditions is a sense of partnership around that.

The City has been given -- along with other cities and counties in Oregon -- a tool that has long been denied, which is inclusionary zoning, as an opportunity to require with appropriate incentives for the private developer the provision up to 20 percent of the units in a market rate building for affordable tenants or affordable buyers. That requires some investment by the City, but it's a pattern that ought to be considered wherever we're making significant investments in transit as well as areas demonstrating market strength that merits in position of those conditions in a thoughtful way. And I know that Commissioner Saltzman is leading that effort to take the inclusionary zoning opportunity and the ability to adopt a construction excise tax to help fund some of those incentives and otherwise provide for affordable housing.

In the actions last session, the legislature neglected or failed to include Metro among the governmental levels that can exercise that excise tax, so we won't be able to assist financially -- at least until after the 2017 session -- we have another bite at that apple -- because we believe that there's an opportunity to have a region-wide construction excise tax approach as opposed to only in those willing communities that are ready to exercise the tool. So, that's one commitment I think we can make going forward -- to keep working as a partner.

Fish: And I love the idea of partnership. Let's take the model, though, of urban renewal where we've had some hits and some misses. We have been at least intentional about setting the aspirational goals. Can we take the same thinking to this project where we look at the length and breadth of the line and we set some goals about the mix of housing, the number of houses that are affordable, and then look to see how through prescriptive measures -- like, perhaps, TriMet deciding that no land that it owns will be developed without an inclusionary housing component? Or first choice going to affordable housing development the way you've done on Interstate to great success? Or those kinds of things? Do we need those policies up front to keep us on track down the road to make sure that we get the outcomes we want?

Wilkinson: Commissioner, I think that's a really good point. I like the way that you're thinking about it, and I believe that we will be able to identify what those policies and goals and tools should be through the station area planning work that we do as we move through an environmental impact statement, and then I think your staff will be able to have worked

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through that process to identify what types of metrics you want to put at the time of an LPA. So, I think that the work that we'll be doing through the next two-year process will end up with what you're looking for.

Fish: Colleagues?

Fritz: How will the community be involved in things like deciding about the tunnel to PCC? And then ongoing, how will you include the work done in some of Portland's neighborhoods and others?

Wilkinson: Commissioner Fritz, all of the input that the community has been providing and will continue to be providing up until the time that the steering committee considers action on whether or not to further study the PCC Sylvania tunnel on May 9th -- all that will be provided to the steering committee members with the public engagement report that we will provide to the steering committee a week before the steering committee meeting.

But we have been trying to all along provide the information that we're hearing from the public and the feedback that we're hearing from the public on our website and with updates that go out to our -- I think we have an over 900 person interested parties list. So, we send out information in that way. So, we both share it with the steering committee members and those interested in the project, and we try to provide it on our website. So, all of that will be available for the members as they are asked to consider --

Novick: We've also had like online surveys that thousands of people have participated in.

Fritz: Right, I understand that. I'm wondering how you sort the input from the transit riders who either use PCC or live in the neighborhood south of Barbur. If you've got all of that input, how do you get the piece from those who would or would not use the transit south of Barbur?

Wilkinson: We've tried to break it -- we don't always have all of the information in every way that we'd like to sort it. We've done focus groups in coordination with Portland Community College and with the staff from the City for both students who attend the Sylvania campus, for faculty and staff who go to the Sylvania campus, and then we've also worked with the neighborhood associations and -- there are a number around the Portland Community College Sylvania campus, and a number of them have done their own surveys, and so we have that information as well.

Fritz: Yeah, I noted that you have the west Portland parks survey. I didn't see one for Southwest.

Wilkinson: We have that.

Fritz: Oh, good. And how about ongoing input from Southwest neighborhoods and how is that going to be incorporated into the planning?

Stacey: As the Commissioner will remember, there's a component of our intergovernmental agreement that ensures that SWNI and the neighborhood associations that are part of SWNI will receive adequate time from the announcement of a proposal until a decision on that proposal for review internally and then among and between the neighborhoods under the agency of SWNI so that, in those cases where there's a strong agreement on one or another outcome, that agreement can be expressed as a formal position of the neighborhoods. And when there isn't, we have the benefit of the contrasting views.

And just as recently as our last meeting earlier this month, we heard a presentation by the staff of the recommendations from the next narrowing of the options. We received them, took no action, had a public hearing, and then we had a one-hour forum. Because we're not going to make a decision for another month. We're not on an express train here, we're on a train of deliberation that respects and acknowledges the important role of the citizens of Portland.

Fritz: Thank you. I did remember that, I just wanted you to say it on the record -- [laughter]

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Stacey: [laughs] Thank you. I remember it, too.

Fritz: And as the only decision-maker on the City Council who lives in the neighborhood near PCC Sylvania, I'd like to give you my input. As somebody who's responsible for balancing many aspects of the budget, I don't think it's cost effective to do the tunnel. And if we could just, please, Mr. McFarlane, have the number 44 bus run a little more often, that would be very helpful.

Stacey: He's working on both those options.

McFarlane: We have service improvements coming this next year.

Fritz: Thank you.

Fish: I don't want to raise the pressure on you all, but depending on the outcome, there's at least four members of this body that will be using this line to commute to work. So, it will be quite unprecedented.

Fritz: I just wanted to comment on that, Commissioner -- 'cause, Commissioner Saltzman, how long have you been on the Council?

Saltzman: Eighteen years.

Fritz: So, there's now three of us who live in Southwest, and we've done an appalling job of bringing home the pork to Southwest. [laughter] You mentioned it's Southwest's turn. It's the last turn, it's the last spoke of the wheel to be done -- and rightly so, because other areas of the City needed it more. But when you look at the photograph that Malu showed of the elderly couple in the dirt along Barbur, I was -- smiled to see the picture of the young man at the bus shelter. There's very few bus shelters anywhere near there. I appreciate the attention to this. And I think that for those who say that district representation is better, the three of us that live in Southwest would be tossed if we were being judged on how much benefit we've brought to our area.

Fish: I object.

McFarlane: So, I would thank you for your patience in that regard.

Fish: We have seven people who signed up to testify. We may lose one or more of you. Neil, can I just say before you go -- heartfelt thank you for the orange line, Tilikum Crossing. I live in Northeast Portland and I discovered a bike route on the weekends that takes me down to the river, back and forth across the bridge, out the Springwater corridor, and back through Brooklyn and the magnificent bike infrastructure along the orange line, and then home. And it really is a magnificent piece of engineering and execution, and I -- the city is proud of what you've done, but you probably don't hear that enough so I just want to thank you for the great work you have done.

McFarlane: Thank you very much. And again, the City has been a great partner in all of this --

Fritz: Yeah, I see Teresa Boyle smiling at that accolade --

McFarlane: -- pat yourself on the back as well. Thank you.

Fish: Karla, we have seven people signed up. We also have another type certain backed up so we're gonna invite everyone to come forward. You have two minutes, and we welcome your testimony.

Moore-Love: We have a substitute on this. Commissioner, did you want to --

Fish: Do you want to offer a substitute, Steve?

Novick: Um -- wait a minute --

Fritz: Karla says you have a substitute, Commissioner -- you must have a substitute.

Novick: I must have a substitute.

Fish: Second.

Saltzman: Second.

Fish: OK, it's been moved and seconded. Karla, please call the roll.

Fritz: Could Teresa maybe tell us what the substitute is, or does --?

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Boyle: We originally pulled the paperwork back to add some language at the request of SWNI -- language that I had omitted because it was the second time around and I felt things were clear, and they wanted clarification that way. I also got some feedback that my explanation of the financials could be fine-tuned a little bit. So, we fine-tuned it.

Fritz: Thank you very much.

Fish: So we will not take a vote on the substitute. It is on the table. We'll take testimony on the testimony, and then we'll take vote. Karla, please call up the first four.

Fritz: I second the substitute.

Fish: Welcome, everybody. And Mr. Johnson, if you could kick us off.

Charles Johnson: Certainly. Thank you, President Fish. It was good that you were able to go into the depths of Commissioner Saltzman's 18 years of experience on this body because I think some of us that don't live in the southwest are always a little concerned as eastsiders or whatever -- "it's not fair! It's not fair! Always southwest!"-- it's good to know -- and having rid -- ridden? whatever -- the bus down Barbur, obviously there's room for work here. I also wanted to thank Commissioner Saltzman for asking if the EIS is scoped to include housing and affordable housing. After having the public comment earlier where we learned about some of the failures in our community to do the right thing in partnership with Legacy Emanuel, it would be great if we can not just on this project but on all projects try and pressure for state and federal issues that includes scoping for affordable housing.

When we talk about transit, sometimes we talk about automobile reduction and it gets us in an awkward position. There are going to be people living in the city of Portland -- we don't know how many will be these people, but already we have tens of thousands of people for whom a car is not really a financially feasible option and yet we want to use transit to dissuade even more and more -- to persuade people to not have cars. So, we need to definitely have -- try and get clear language about how we're going to make sure that low income people don't get displaced from access to transit as we have wealthy Californians coming in who may or may not have cars but will give up their car if they can have their two million-dollar condo walk out the front door to transit. Some say rich people don't like transit access, but I think we are seeing a changing type of migration. I hope this intergovernmental agreement can be diligently finessed by yourselves and your successors to get those improvements in southwest. Thank you.

Fish: Thank you, sir. Welcome.

Mary Kyle McCurdy: Good morning, Council President Fish and members of the commission. My name is Mary Kyle McCurdy, policy director and staff attorney at 1000 Friends of Oregon. The southwest corridor will cause a significant investment into a defined geographic area of much-needed transit and other active transportation improvements, and that offers both a challenge and an opportunity. The challenge, as we've seen locally and nationally, is that this type of investment almost always causes significant involuntary displacement of residents and the businesses. But the opportunity is the funding and partnerships in this corridor for a successful project that has the opportunity to do it right this time, investing in the communities as well as the transportation facilities.

The remarks we heard earlier today about the failure of the promises of Emanuel Hospital heightened the need for the City Council to provide direction to appropriate City bureaus that as part of the IGA and draft environmental impact statement, there will be a plan funding and implementation strategy to maintain and increase affordable and diverse housing opportunities in the corridor with safe access to the facility, and similar economic development plans that focuses on growing local businesses and employment opportunities, again, as part of the project.

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There are many strategies and resources to do this, and we'd be happy to work further with your staff and Metro and others on this. Some examples include implementation of the anti-displacement measures that are now moving through City Council, aggressive use of the inclusionary zoning authority the City has after Senate Bill 1533, especially in transit-oriented developments and especially to push it below the 80 percent area median income that you were limited to by that bill. Ongoing throughout the time of the project and throughout the entire corridor, intensive community engagement and focus groups, community benefit agreements, and community land trusts, especially as was talked about earlier, on land acquired for construction purposes. These can be used for community and housing needs, thank you.

Fish: Thank you very much. Sheila, welcome.

Sheila Greenlaw-Fink: Sheila Greenlaw-Fink. I also live in Southwest Portland --

Saltzman: Press the button at the base. Yeah.

Greenlaw-Fink: Sheila Greenlaw-Fink, I reside at 628 SW Chestnut in Southwest Portland, a few blocks from potential stops on the new line, but I'm more interested in the development and have been over the last several years working with Metro and all the local jurisdictions in planning for the line because I of the concern I have for the equitable community, including affordable housing for folks that live and work in Southwest Portland, southeastern Washington County. Having participated in a number of probably half a dozen groups including Metro, ID Southwest with Commissioner Novick and others, the Metro planning housing land use groups, Tigard station planning, Tigard triangle, and having co-chaired the Hillsdale Neighborhood Association during this exciting period, I want to commend staff and all the jurisdictions who have been so actively involved. We never had a negative response when we asked -- which is constantly -- for folks to come out and give us updates. So, it's been I think a good amount of stakeholder outreach, and that will need to continue.

So, not to repeat what you have already asked of Metro and what other folks have asked you for, we just hope that as you go through the environmental impact statement process and really start on this line that on affordable housing we do set really tangible targets. I don't think 30 to 50 percent would be out of line, just as it is in TIF districts. It will take resources to get there, and those have been spoken of. We have some new opportunities with inclusionary zoning. I look forward to seeing the kick off in that in Portland on Tuesday, and I hope that we can in Washington County have some of the jurisdictions follow suit. As usual, you may be taking the lead in pushing some of those new tools into practice, and we really appreciate that.

Just to reiterate, a lot of new tools will need to come to bear, and we look forward to working with you in a variety of ways as community stakeholders and as affordable housing developers. Ruth Adkins from the Oregon Opportunity Network couldn't be here today, but I think she would have echoed the same comments about inclusionary zoning, set a target and let us help you get there. Thank you.

Fish: Karla, could you please call the remaining people up? Marianne, you've got the table to yourself. Welcome.

Fritz: Are there anymore?

Marianne Fitzgerald: I was late because of that legendary traffic today, but I did provide written comments so I'll try to be brief about this.

Southwest Neighborhoods has been engaged in this plan for over five years. We've submitted letters over and over again and we consistently recommend that this plan improve access to job services and educational opportunities, enhance safety for all transportation modes, improve pedestrian bicycle and transit infrastructure, and preserve and enhance livability in our neighborhoods. We did meet with staff this spring to review

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the progress and the language in the draft IGA with Metro. The dialogue that we had resulted in changes that resolved the issues that we raised this spring. We appreciate the language such as section two that the Southwest Corridor HCT Plan emphasize and respect the community's land use vision, as reflected in the Barbur concept plan and other adopted area and neighborhood plans. The land use vision is very important to us, and we -- I should note that I haven't heard too much pushback about density on Barbur. I know you've heard from several neighbors about density, but Barbur seems to be the appropriate place for this type of housing.

We really appreciate the efforts of staff to communicate with SWNI and neighborhood representatives as this project approaches key decisions in developing the preferred alternatives that will be further studied in the draft environmental impact phase. We particularly commend City staff Erica Nebel and Teresa Boyle, and Metro staff Chris Ford for their responsiveness to our concerns. We know a lot of additional work is needed to design the system and select critical transportation projects and the shared investment strategy that are needed to access the stations in key destinations, particularly because of the legendary lack of sidewalks and bicycle infrastructure and lack transit in our neighborhoods and along Barbur. SWNI intends to stay fully engaged in this process. We look forward to the day when this high-capacity transit system enhances transit access to key destinations in southwest corridor, and we want to thank you and thank staff for listening and responding to our concerns.

Fish: Marianne, thank you. Lightning, welcome.

Lightning: Yes, my name is Lightning, I represent Lightning Watchdog Media PDX. One of the concerns I always have on some of these large transportation projects when we're getting into the billions of dollars is that I want to have more of an emphasis -- and I think -- I do commend Commissioner Saltzman again for emphasizing affordable housing utilizing the inclusionary zoning. But one of the things that I think that we really miss on some of these larger projects is that we have to have an understanding that -- use an example of Nike. They have a tremendous amount of employees that are working downtown. And when we provide this type of infrastructure, we have to stress to some of these larger corporations that there is a responsibility for you to develop workforce housing. It's one thing to create jobs, it's another thing to utilize the current housing market out there for your employees. But it's another thing to plan in the future and understanding that if you don't invest in the affordable housing, we're going to have some very serious problems on providing housing for the overall market. And when these opportunities are presented, now is the time for the larger corporations to step up and understand that these are great opportunities also to invest along these type of transportation lines and systems here. And understand that when you are building more workforce housing, affordable housing, that also takes the real stress away from the City of Portland on trying to provide housing within the overall market. So now is the time to step up and understand that we can't go in the same direction, and we need your insistence to step up and start investing in these projects in affordable housing along these systems. Thank you.

Fish: Thank you, Lightning. Steve, I guess what we're going to do now is take a vote on the substitute, and then this would go to a second reading next week. Is that correct?

Novick: Exactly.

Fish: Colleagues?

Fritz: Yes, President Fish, I have one quick question for Joe Zehnder, if I may.

Fish: Joe, can you come forward?

Fritz: Thank you. Could you just remind the Council and the community what we're doing - what you're proposing to do with the zoning around the Barbur corridor and the west Portland town center in the Comprehensive Plan?

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Zehnder: You know, Eric, if I could ask you to come forward? Eric knows more specifically.

Fritz: And I just meant generally.

Zehnder: We're moving in the direction of it being a center as it was designated.

Eric Engstrom, Bureau of Planning and Sustainability: Good morning. Eric Engstrom with the Bureau of Planning and Sustainability. The corridor in general has been designated as a civic corridor in the Comprehensive Plan, which allows us to have the full range of mixed use zoning densities available within the plan. The starting zoning is still under discussion at the Planning and Sustainability Commission, so there's a choice to be made as to whether we -- the timing of when that zoning change occurs. But it would be possible to use the denser CM3 mixed use zoning at some of the more important nodes. Just a matter of when we decide that's appropriate.

Fritz: And the west Portland town center?

Engstrom: Including the west Portland town center and the area near the Fred Meyer, as well as kind of that middle section. And of course we have the campus designation at PCC.

Fritz: Thank you very much.

Fish: Thank you very much. OK, so we have a substitute on the table. Karla, would you please call the roll.

Roll on substitute.

Saltzman: Well, I appreciate the opportunity to revisit the southwest corridor and it's really exciting, as I said, and I hope that we all marshal our forces together -- the City and Metro and TriMet and the other cities that are participating in this group -- to really seize this opportunity to integrate affordable housing opportunities at the outset and to make it more intentional. And so, this is great, I'm very excited about it, and pleased to vote aye.

Novick: I really appreciate the engagement of my colleagues on this issue. Really appreciate our partners coming here on what was really a ministerial action but an opportunity to talk about the importance of this project and our goals for it. So, thank you. Aye.

Fritz: Thank you, Commissioner Novick, for you and your staff taking more time to refine the proposal since the one earlier this year. Thank you to Marianne Fitzgerald and Southwest Neighborhoods for your ongoing engagement and indeed, to all the staff and our community partners. It is indeed Southwest's turn, finally, and it should be noted that it's the last turn, it's the last spoke, and that if we did have the district representation -- Commissioner Saltzman has been on the counselor for 18 years, I for seven, and Commissioner Novick for three. For those who worry that we don't represent the entire city of Portland, I need to note that this is the last one, that I have allocated \$36 million to east Portland parks since I've been Parks Commissioner -- a fraction of that in Southwest -- and elsewhere around the city, too. So, I personally believe the commission form of government makes us all responsible for a wide range of decisions, and that's a good thing for our community.

I also appreciate the concerns that have been raised about affordable housing. My neighborhood, West Portland Park, has a significant amount of Section 8 housing. It has the only Title I school on the westside for where there is a significant proportion of the children having free and reduced lunch. So, I want to make sure personally as well as professionally that as we develop this plan that we continue to keep a mixed income neighborhood that is cherished in Southwest. It's regretful that we sold it off the Fire Bureau property on Barbur under Commissioner Leonard, and I know that probably we'll want to buy it back and it'll cost us more, but it's -- at that point, we weren't sure that this project was going to be able to move forward, and now we are. So, we do need to be

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looking mindfully about what acquisitions do we need to make, and I appreciated the discussion of the construction staging and the need for that, and then let's make sure that the public benefits from the significant investment.

And again, I don't believe that should include the tunnel to PCC just because the turn on that investment doesn't to me pencil out. The rest of the project is really exciting. I'm kind of disappointed that we're going to be finishing at Bridgeport Village. I know -- I hope that eventually it will go further out and serve more people, because when I get on a MAX train in rush hour and they're packed and I'm thinking that one operator is getting all those people safely home, I really appreciate the system that we've built together. Thank you very much. Aye.

Fish: Thanks for a great presentation. I'm going to vote aye, and this matter moves to a second reading next week. Thank you all.

Karla, we have a second time certain and I think we've set something of a record today because we're actually within about 15 minutes of the time it's set for. Would you please read item 832.

Item 832.

Fish: Thank you. And I'm about to acknowledge and introduce Commissioner Novick, but for those here for other items, following this item we'll go to 384, which has been lifted from the consent, and we'll move to the regular agenda. Commissioner Novick.

Novick: Thank you, President Fish. Colleagues, on this item I know that we circulated a substitute amendment. This substitute makes changes to the resolution and to add new provisions suggested by Commissioner Fritz requiring an annual report about LIDs. The substitute also makes changes to address issues raised by the Chief Financial Officer and the City Budget Office. These changes add important clarity as to how the incremental property tax revenue will be calculated. There's also a change clarified to ensure Council will consider appropriations from LIDs for value capture revenue during the normal budget process each year. Karla has copies of the substitute. I asked for a second.

Fritz: Second.

Novick: Thank you. So, the purpose of this resolution is to acknowledge the contributions of our friends at COPPEA and also to bring forward a proposal that they've been talking about and refining over the last couple of years. We all know that there are lots of places in the city where we have unimproved streets. There are no streets at all or we have a street without a curb. We know we have these things called LIDs which we approve periodically but not very often.

What COPPEA suggested was that we establish a program where we look at the property tax revenue generated by the value of the property being enhanced by the LIDs that do exist, and then the Council could look at that and in the annual budget process decide we are going to take this value capture -- we are going to take this value generated by prior LID improvements and use it to help supplement what local property owners are able to come up with in future LIDs in order to ensure that more LIDs actually happen. It's definitely a "pay it forward" concept.

So, we have two panels to present on this item. First, Amy Bowles from COPPEA, Steve Townsen from PBOT, and economist Bart DeLacy will provide an overview.

Fish: Welcome.

Amy Bowles, COPPEA Union Representative: Thank you. Thank you, Commissioner Novick, for those introductory remarks. And thank you, Council, for the opportunity to present today.

First, I would like to start off with a few comments. As Commissioner Novick indicated, my name is Amy Bowles. I am with PTE Local 17 -- Professional and Technical Employees Local 17 -- and I am here today on behalf of COPPEA, City of Portland

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Professional Employees Association -- specifically, the COPPEA chapter of PTE 17. And I am proud to be here and proud to present this resolution on behalf of the hard work of our COPPEA chapter members at PBOT and across the City.

This resolution and this project proposal was really the brain child of John Wood in close collaboration with Ruthanne Bennett. Both those folks are PBOT employees -- or former employees, as John Wood is recently retired. They're actually present in the audience and Ruthanne Bennett will later be addressing Council in public testimony remarks.

John Wood and Ruthanne Bennett both noticed a pattern of development opportunities that others hadn't seen, and they noticed this throughout their experience working through PBOT and on all the engineering projects that they work on. John and Ruthanne of two engineers at PBOT who have really exemplified the contributions of COPPEA employees at the City, specifically with their bureau at PBOT. Our members are proud to be City employees and consistently provide quality infrastructure work, and the engineers at PBOT solve intractable engineering problems that add incredible value to the city, to infrastructure, and also to the bureau specifically. The projects that they work on are not easy, and it's really fantastic that we have these incredible resources in house within the bureau of PBOT. Later, Steve Townsen will highlight the technical projects that I've referenced. For now, we will move onto the first slide. Do you all have the power point presentation? OK, great.

The LID project proposal we have been working on for the last two years. And on this first slide, we'd like to show a 15-year snapshot of LIDs as just one option to build infrastructure within the city of Portland. This program, as we've mentioned, has been in collaboration with COPPEA, and COPPEA has closely been involved in and worked with LIDs since the function centralized in PBOT in 2000. The LID process used to be scattered in multiple City bureaus and in multiple place in the code, and there was a question whether the LIDs and engineering solutions would be viable moving forward.

LID program works with property owners and on project financing, and COPPEA employs engineering expertise. COPPEA has designed most of the LIDs formed since 2000. Despite the lack of funding sources such as value capture and past funding sources such as the CDBG block grant funding and PDC urban renewal funds, we've been able to whittle away at the backlog of unpaved streets over the past 15 years by about 7.2 percent due to the LIDs. And our COPPEA colleagues who handle the permit and engineering have helped as well. The figures above on the slide show the differential that would exist in the absence of LIDs, and block by block, we continue to reduce that backlog. But to be clear, LIDs are not the only tool available. And now, I will turn it over to Steve Townsen.

Steve Townsen, Portland Bureau of Transportation: My name is Steve Townsen, I am the City engineer, chief engineer for Transportation. I've been in the position for about 10 years, and so over the years, I've had a great opportunity to see the projections that COPPEA staff has worked on particularly on these LIDs. If you take a look at the slide that Amy's putting up here, the issue of how to pay for streets and improve streets has been around for a long time. You can see these slides are going back over 100 years, so this is not a new situation the City's faced.

One of the things about it is, with the LIDs, a lot of things we've been able to attack has been the unimproved streets. Most of the unimproved streets are there because all of the easy projects were already done sometime in the past. And fortunately, our engineering expertise has greatly increased and we've got ways to try and address some of these. As engineers, we design projects to last and to minimize the life cycle costs, recognizing the maintenance dollars are quite limited, as you are well aware. We design the streets so they are not a financial burden on the next generation. And while learning

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from history, we try new things in the spirit of continuous improvements. These infill or retrofit type projects are the most difficult, they are much more difficult than just having a green field to go do work on. And I have a few slides to show you the projects that the COPPEA members have worked on and their accomplishments.

For those of you in Southwest -- I know, Amanda and Steve, you guys live in that area -- if you're familiar with SW Texas, this is a huge accomplishment out there. It was a very steep, unimproved street out there. When I first came to the City, I worked in Environmental Services doing the design of the storm improvements and I thought that this would never be built. It's at the headwaters of Stephens Creek, and with that, BES was also doing a bunch of work along Stephens Creek in that drainage area. With this project being built and the others that BES also did -- and this one being right at the headwaters of Stephen's Creek -- there are now salmon in a portion of Stephens Creek in Southwest Portland that were not there today. This will be part of that improvement to make that happen.

Our next slide, NE Alberta -- here is a second example of a project that COPPEA staff worked on. Now, this giant puddle no longer blocks the access to bicyclists, pedestrians, and motorists in the underserved Cully neighborhood. In addition, it also provided an opportunity to mentor an underrepresented employee who was an engineering intern who used this opportunity to go on and have a great year after getting her start at the City of Portland. And here's a photo just a block away showing how the street has been improved since that time.

In the next slide, the third project is SE 119th and Pine, which is a short walk from the MAX line. Thus intersection still looks this way 16 years after light rail started opening on the blue line in Gresham in 1986. Despite the proximity of transit, market failure prevented this area from developing until the City stepped in with an LID and some funding it make these street improvements possible. Do you want to go to the next slide? This is what it looks like today -- or during construction.

And before I hand this off to Bart, I want to talk about, as the City engineer, this is -- I think this is a great opportunity to try and capture some of these revenues and address the 55 miles of unpaved streets that has been an issue for the last 10 years that I've been the City engineer. I know, Commissioner Saltzman, you've seen it for 18 years, probably.

Fish: We keep picking on Dan's 18 years -- [laughter]

Townsen: It was brought up earlier. Anyway, this would be a tool to try to have some seed money to try to address the streets. And so with that, I would like to go ahead and hand this off to Bart DeLacy, who will expand on the concept of market failure and also value capture.

Fish: Welcome, Bart. When is the last time you came before Council?

Barton DeLacy: 1995, I believe. It was to discuss a City parking policy, but --

Fish: We're honored that every 20 years, you grace our building with your presence.

DeLacy: Thank you very much. My name's Barton DeLacy, I'm a valuation counselor and appraiser, now based in Chicago but formerly from Portland. Portland's home and I'm here today because one of your valued employees, Andrew Aebi, asked for some help, and a lot of my work is pro bono. And to me -- he asked if I could put together a white paper to address the obvious economic benefits of this type of program and to weigh in with some of my experience around the country. And I believe that you have a copy of that paper with the ordinance.

And I guess my testimony -- my purpose here is to validate the economic soundness of the project and to provide perspective to remind the Council that, in fact, in other kinds of names -- in Chicago, they call it tax increment financing -- but in order for a city to intervene and improve blight, leveraging the positive impacts of that real estate

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development either through tax collections or other mechanisms is accepted. It's, in fact, a best practice. And to see that adopted here has made obvious improvements in areas such as 148th and Airport Way, 119th and Pine Street which Steve was just showing you. That is an area that, in fact -- when light rail went out, you would have thought, "Well, gee, that's why we have light rail. Transit-oriented development might happen here." It didn't. And a market failure is whenever -- is a time when the City needs to intervene.

When the City provides affordable housing, it's because the market fails to provide housing for a portion of the population that is underserved. Obviously, when the City builds streets and sewers through green field areas, that aids and abets development. But what do you do on the pockets that have been left behind? And there's an urgency right now because in fact the market in Portland is very high. You want to do two things. You want to channel that growth and development. At the same time, you don't want to encourage sprawl. So, what better way to do it than to focus that development on the underserved areas, take advantage of a boom in the market, and you know, frankly, without access, which is what we're really talking about here -- if you don't have access to a site, it's not going to get developed. Development favors the prepared mind or the prepared site, you might say.

In conclusion, I just want to -- it appears to me as a land economist that the precept here is unassailable. It's absolutely one of the better ways the City can intervene, lower the bar for redevelopment in the areas that need it most. And if there are any questions --
Fritz: Let me ask you a question based on that slide. Thank you for your explanation. My understanding is this proposal is outside of urban renewal districts -- that's not changing the allocation.

DeLacy: That's my understanding.

Fritz: And that it doesn't increase the -- doesn't change property taxes that individual owners pay, it just directs the City to put it in a different place --

DeLacy: Exactly.

Fritz: -- is that correct?

DeLacy: Yes.

Fish: Thank you very much.

Bowles: On the next slide, I'll briefly go over how this program will work. And the goal, as indicated on the slide, is an economically sustainable cycle of public infrastructure and private investments.

First, Council will approve the COPPEA value capture resolution -- hopefully. Then, the LID administrator will annually track an increase in the City tax increment or incremental tax revenue, and this will be done in collaboration with the CFO and the Bureau of Revenue and Financial Services. Calculations will also be validated by the City economist. And of City tax increment from development, about three percent will be used for the LIDs. So, the only capture will be everything above three percent. Council will approve value capture funding upon the LID formation. All tax increment returns to general fund after 20 years. And the City can only capture the City's share itself. Obviously, it can't capture County's or anyone else's share. This will be a pay-as-you-go. There will be no borrowing cost. There is no increase in administrative costs -- this can be done in the current confines of the administration in PBOT. And this will be targeted to R2.5 higher and in commercial and industrial zoning areas.

Fritz: Can you explain why that is? I think it's an important piece.

Bowles: Yes, that is the areas that have -- from what I understand, those are the areas that have the greatest opportunity for this value capture and for capturing this investment opportunity.

Fritz: So, the most likely to redevelop and then have more property taxes from that.

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Bowles: That's correct.

Fritz: And we're not under this proposal going to be excusing property owners who would otherwise be required to develop a street by themselves. This proposal doesn't change that.

Bowles: It does not, no.

Fritz: So, it's just to give a little extra where it makes the difference between fostering a redevelopment and not.

Bowles: That is correct.

Fritz: Thank you.

Bowles: And then our final slide addresses project selection. As we've previously discussed, there is an annual report to Council on LIDs and the value capture program. So, Council will be briefed annually on how the last year went and on expectations for the following year.

Property owners must have a willingness to participate in the program. They will not be necessarily forced to participate. There's an ability to generate tax increment for the City. In terms of geography, there's 95 neighborhoods infrastructure deficiency ranking. Equity will be considered -- underserved populations. We also believe that this proposal and program will help achieve multiple City objectives, including housing as well as transportation accessibility objectives, because with this will come infrastructure for sidewalks and paved streets, etc., that will improve accessibility to transit. Proximity to schools will also be considered as well as parks and transit. Financial need and inability to meet valuation to subsequent ratio, and finally, Council approves all use of value capture funds in each LID. That's definitely a very important point. Council retains discretion. Every LID will come forward before Council for a decision by Council on whether or not to apply the program to that LID.

At this time, that concludes the slide show, and we have three other presenters who are included as invited testimony. And also, Andrew Aebi is available to answer any questions and can come forward, too.

Fish: Thank you very much. Let's welcome our next three speakers.

Novick: Our next three speakers are Monte Silliman from Riverview Bank; Joe Westerman, a potential future developer in Gateway; and Bob Rosholt, potential future LID participant in East Portland.

Fish: Why don't you come forward, everybody? Welcome. Who would like to go first?

Joe Westerman: I'm standing, I'll go first.

Fish: Go ahead, sir. All we need is your name and you have two minutes.

Westerman: My name is Joe Westerman, and I build and manage apartment communities in Portland. I've been doing it for 25 years, mostly in East Portland.

First of all, I'd like to thank you for one of the LIDs you approved, the 97th Avenue green street improvement that improved the streets, sidewalks, infrastructure along 97th. There was a lot there. The designers did a wonderful job of dealing with the utilities because it was set up for sparsely single-family homes, and now it is set up for apartment development.

One of the big benefactors of the LID was the Rose Apartments build by Gordon Jones. Because of the LID, he was able to build a 90-unit apartment building consisting of affordable housing and market rate units there. And after he built that, some good things happened to the neighborhood. First, people in the neighborhood realized that the neighborhood was changing for the better. In East Portland where the Rose was built, City rezoned that land several years ago for many more housing units. The City had very good vision in rezoning. It's a great place to have more housing, but the infrastructure just isn't there and that's where the LID is so effective. It started the ball rolling with the Rose

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Apartments, and once the Rose started, I started acquiring houses south of the Rose and I acquired them and they were in disrepair, there was a couple drug houses that were closed down. I have rehabilitated them and have rented them and made them safe housing. And now -- and this is all because of the LID.

Probably the best example of one of the houses -- it was just south of the Rose Apartments, it was a tri-plex -- complete disrepair. It just didn't look good. Lots of deferred maintenance. And I was able to purchase it. We cleaned up the trashcan area, we have more garbage drops, and we have gone through all the units and have made it very good housing now. And it's again -- the whole area started with the 97th LID.

I have since purchased other houses there, and now I have enough land to build 130 units right south of the Rose. My dream is to build 130 affordable housing units and market rate housing of some sort. I have never --

Fish: Thank you, sir -- you have to wrap it up.

Westerman: OK. I've never built those. I've talked to Gordon and I'd like to have a dialogue with the City about this. Thank you so much for this LID.

Fish: Well, you have the full attention of the Housing Commissioners.

Westerman: Great.

Fish: Welcome.

Monte Silliman: I'm Monte Silliman, Riverview Community Bank. I was involved in the projects, I've been involved in projects with Joe before. We financed the Rose Apartments for Gordon Jones and his investors. And I will emphasize again what Joe said. By having the LID, that allowed him to attract the investor partners that he was able to attract to make that project a go. That project was amazing for a lot of reasons. Again, the City getting the LID, Metro got involved in it because there was a lot of benefit there. They could not literally build those apartments fast enough.

Most -- you know, I guess generally speaking, when an apartment's built, a bank figures it'll take about 90 days to get about 70 percent occupancy. In less than 30 days, Gordon had 93 percent occupancy, and the only reason he didn't have 100 is because you had to go through and qualify people. I mean, they were literally putting paint on the walls and people were moving in. Great project. Revitalized that area. It was big boon for that area.

Riverview is very community-conscience lender. We love these kinds of projects, we like the cooperation. These kinds of projects -- without the LIDs and without people like Metro getting involved -- are not feasible. And that Gateway area obviously has need when they grow and fill up that fast. So, it worked out real well. I guess that's all I'm going say. The LID is a wonderful tool, and it's the only way people like Joe and Gordon can make these things happen.

Fish: Thank you very much, sir. Welcome.

Robert Rosholt: My name is Bob Rosholt --

Fish: Just hit the button on that, if you would.

Rosholt: My name is Bob Rosholt. I want to speak on supporting value capture. I think it's a great concept, and I want to add from personal experience. I want to underscore the importance of streets and sidewalks in property development and the tax revenue you will realize from the improvements.

In the late '60s, my wife and I built an 18-unit garden court complex on property next to Glenfair grade school with frontage on then-developed NE Glisan. This frontage on an improved street allowed us to secure the maximum financing needed to construct quality units. We filled these units with families and children and enjoyed the community that developed over several decades, which we refer to as our Camelot years. The quality unites we were able to finance have continued to increase in value and demand. Mark

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Berry, a prominent multifamily appraiser, considered them the finest offered on the eastside for three decades that I know of.

Meanwhile, the adjacent unimproved street deteriorated. The four blocks from NE Couch to Glisan now have six houses that need to be replaced, three boarded up drug houses and three occupied at rents that don't support of purchase price needed to obtain the land. We are committed to improving this street and our neighborhood as opportunities present themselves. It took three months to finance a property adjacent to the southern border of our property because of the deteriorated neighborhood. We had to invest 40,000 in improvements to the house just to achieve a value acceptable to a bank to secure financing. Yet, we also were required to commit to boarding up the drug house located on the property.

Odds are, had street improvements comparable to the surrounding area much further out existed four decades ago, neighborhood deterioration or development of drug houses may not have occurred. The properties on this street are next to a park and could have been developed with quality residential units or multifamily, preferably, and the increased property tax revenue that would have accrued to the City would have retired the street and sidewalk costs a long time ago.

Fish: Thank you very much, sir. Karla, I understand we have one person who's signed up to testify?

Moore-Love: Yes, Ruthanne Bennett.

Fish: Ruthanne, would you like to come forward? Thank you all very much. Grab a seat, welcome. We just need your name and you have three minutes.

Ruthanne Bennett: I'm Ruth Ann Bennett. Thank you for this opportunity to speak to you. As a PTE Local 17 COPPEA chapter member and as a Portland resident, I'm asking you to approve the COPPEA value capture program.

When a street hasn't been built yet, or the sidewalks haven't been built, this can be a huge obstacle for property owners who want to build large additions to their homes or to construct new buildings. Local improvement districts allow property owners to fund the construction of roads, sidewalks, streetlights, utilities, and the planting of street trees. This gives them the opportunity to make major improvements to their properties. The COPPEA value capture program will capture the City's portion of property tax increases due to property development. This will make it possible to buy down the cost of street, sidewalk, and other frontage improvements for worthwhile local improvement districts approved by City Council.

We need streets to go to work go, go to school, and to do so many other things. Road construction improves access for emergency services, sidewalk construction makes it easier for kids and seniors to go to school or the bus stop safely, housing construction that follows street improvements help to eliminate our housing shortage. So, I'm asking to you take this opportunity to help make our city a better place to live. Thank you.

Fish: Thanks very much. Steve, is that the end of your presentation?

Novick: It is, Mr. President. I believe that Commissioner Fritz has an amendment to offer, though.

Fish: Right. So, we have a substitute that is before the Council. Commissioner Fritz has an amendment to the substitute?

Fritz: I just want to add a further "be it resolved" that the City Council commends Ruthanne Bennett, John Wood, and Andrew Aebi for their innovative work.

Fish: Second. So, we now have a substitute as amended by Commissioner Fritz without objection to the amendment. Karla, would you please call the roll on the substitute, and then we'll vote on the resolution.

Moore-Love: Do you want a roll on the amendment?

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Fish: No, no -- by unanimous consent we just adopted.

Moore-Love: OK, thank you.

Roll on substitute.

Saltzman: This is the final vote?

Fish: No, we're adopting the substitute and then voting on the resolution.

Saltzman: Oh, OK. Aye.

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

Fish: The substitute is adopted. It'll now go to a vote on the resolution. Karla, please call the roll.

Roll on Item 182 Substitute.

Saltzman: Well, I want to commend COPPEA members, particularly Ruthanne and John for thinking outside the box here and coming up with a very innovative idea to tackle that problem that's been around us for a long time, those unpaved streets, and that have sort of fallen by the wayside and been neglected despite a lot of prosperity in the city. So, I think you've presented us with a great approach that we can not only capture the value here but make sure that value gets channeled back in to paving more streets and sidewalks and curbs and stormwater improvements, too. I'd be remiss if I didn't mention that. So, thank you for this great thinking, and I'm very pleased to support it. Aye.

Novick: I want to thank COPPEA, especially Ruthanne Bennett, John Wood, and Amy Bowles for their hard work developing this concept. I want to thank Andrew Aebi for working with them to develop the concept. This program is a great example of how our staff can innovate and improve our service, and we're well advised to listen to them.

This particular innovation is one I'm especially interested in because it increases resources for infrastructure investments. As we've heard today, LIDs are an important tool neighborhoods have for improving infrastructure they use every single day. By tracking the contribution of these LID investments to increase property values, this program creates opportunities to reinvest and bring LIDs within the reach of even more neighborhoods. While the amount of the revenue identified by this program is projected to be modest, even a small amount can go a long way. In all these transportation issues, it's become clearer and clearer that there are no silver bullets but there are silver buckshot. I vote aye and thank my colleagues for their support.

Fritz: Thank you, Commissioner Novick, for your leadership on this and for taking some of my amendments regarding making sure we do consider equity in the distribution of the funding. Thank you to Ruthanne Bennett, John Wood, and Andrew Aebi. I wanted to amend the resolution so your names are in the record for perpetuity. They are in the documentation of the City Council's minutes, but this will make it easier for in the future for people to know who it was who came up with this really innovative idea which did not take a penny additional funding to implement this.

A lot of hard work on behalf of our valued labor partner to get the details refined, but this is an example of City employees do a lot of really great work that actually benefits way beyond the actual paving of the street, the providing of a sewer, the providing of a park that results in benefits that then increase property taxes that then increase the amount of money they Council can allocate in partnership with the community to other good works. This is how we build the city. And so, this program quantifies that in a way similar to urban renewal districts. And it doesn't increase property taxes, it increases the property value for the property owners. So, it's truly a win all around. There's no downside to this proposal. And I very much appreciate the intention to be very thoughtful about which further properties get the money to continue the pyramid and the snowball effect. So, nice job all around. Well done and thank you. Aye.

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Fish: It's all been said, I just want to comment that the City has a wonderful partnership with COPPEA. COPPEA's job is to fight like hell for the people they represent at the bargaining table, but the true spirit of partnership is when they help us and their members help us do our work better and more efficiently and more effectively. We celebrate that partnership. And I, too, was going offered a friendly amendment but it would not be germane to the resolution, which was to encourage Bart DeLacy to return to his place of birth and end this interlude whatever you said -- Chicago or some city to the east. Steve, congratulations on your leadership. Aye. The resolution passes. Congratulations.

So, folks, we have a very important proclamation which we're about to read. But because something from the consent agenda was pulled, by a rule, that has to come first. We'll take that up very quickly and then we're gonna move to the special reading of a proclamation. Karla, would you please read item 384?.

Item 384.

Fish: I'm going to recognize Commander George Burke from the Portland Police Bureau detective division to give us a very brief overview. Welcome.

George Burke, Portland Police Bureau: Thank you, Commissioners. I'm George Burke, I'm Commander of the detective division of the Portland Police Bureau and I will be very brief.

Back in 2015, we applied for and received a grant from the Department of Justice to test all of our untested sexual assault kits that were in our inventory. As a result of that or in the process, we asked to include some of our County partners, to include the District Attorney's Office as well as the Multnomah County Sheriff's Office so that we could look at more than just the City of Portland and expand it to the entire County, which has been successful. What we're asking now for an intergovernmental agreement which would allow us to pay out what has been allocated through the grant process that we go to both the District Attorney's Office as well as the Sheriff's Office for their participation assistance in carrying forward with this grant.

Fish: Thank you very much. Any questions for my colleagues? Karla, did anyone sign up to testify on this item?

Moore-Love: We didn't have a sign-up sheet, but Mr. Lightning pulled it.

Fish: Lightning, would you like to testify? OK.

Lightning: Yes, my name is Lightning, I represent Lightning Watchdog Media PDX. One of the reasons I pulled this item is I understand on these kits that are going to be tested from a private forensic lab in Salt Lake City -- which I agree with that situation. But one of the things I want to put more emphasis on, which I've mentioned on some of my past public communications, is that I want to have a clear understanding that the state forensic labs will also be put at the top of the list, and especially with the forensic scientists having some input on things that they want to have improved in their labs.

Now, I understand these grants -- the purpose of these grants for testing the kits. And I do understand that. But we still need to continue the emphasis on the state labs, the OSP state labs, and make sure that these labs can run efficiently enough to where we don't create a backlog in the future. And again, I want to have an understanding on some of the procedures from the forensic scientists that if we test five kits at the state labs, then I would like to have one of those five kits tested again from a private lab as a check and balance to make sure things are done properly. I want to have this implemented and I also want to see more grants to the state labs for more equipment. The technology changes at a rapid pace. Do we need lease the equipment or do we need buy the equipment? We need to start looking at the overall costs and focus on efficiency at the state labs.

I'd also like Governor Brown to also step up on this and make sure this is taken care of and we do not create this type of backlog situation ever again. I don't think it should ever

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have happened, and again, I think we need to be more efficient at the state-run labs -- which I think is the direction to go -- but also utilizing the private labs as a check and balance on our state lab situation. Thank you.

Fish: Lightning, thank you very much. Karla, this is an emergency, would you call the -- it's an emergency item. Would you call the roll, please?

Item 384 Roll.

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

Fish: Thank you very much. We're now moving to the regular agenda.

Item 389.

Fish: So, how many people are here today for this item, if you'll raise your hand? Hey, that's fantastic. Thank you all for joining us. Would our distinguished speakers please come forward for a moment? Mayor Hales originally placed this on the agenda.

Unfortunately, he is in Europe on official City business. He sends his deep regrets that he could not be here. But it is my pleasure to introduce Commissioner Dan Saltzman that has a long history with our honoree, and Dan will read the proclamation.

Saltzman: Thank you, Mr. President. And it is indeed an honor for me to read this proclamation. I did have a long association with Hank Miggins -- I think more so than anybody else on the Council. When I was first elected to the Board of County Commissioners, I took office in 1993 under the leadership then of Gladys McCoy, the County Chair. Unfortunately, Gladys passed three months into my term into office and her executive assistant, Hank Miggins, became the County Chair. And I learned a lot from Hank in the time he bridged the chair between Gladys McCoy and ultimately Beverly Stein. It was also my honor to appoint Hank Miggins to the Citizen Review Committee. He was my representative for the 10 years that he served. So, I am indeed honored to read this proclamation.

Whereas, in 2001, Mr. Hank Miggins was appointed as one of the nine original Citizen Review Committee members by Portland City Council; and whereas, Hank Miggins served on the committee for 10 years and was chair for many years. During his tenure, Hank played a pivotal role in the creation of many of the protocols that allow for the community to engage in community-directed oversight for the Portland Police Bureau; and whereas, Hank Miggins' steady demeanor and strong analytical abilities were in much demand in the committee's eventful early years where multiple citizen appeals of police misconduct investigations were common; and whereas, Hank Miggins provided culturally-aware outreach when engaging with Portland's diverse community to gather feedback about policing; and whereas, Hank Miggins was passionate about police oversight and made himself available to mentor committee member agents and the staff of the Independent Police Review; and whereas, Hank Miggins, upon retirement from the committee, continued his service to the City as an advisor to the committee and the Independent Police Review; and whereas, Hank Miggins, through his lifelong commitment to accountability, equity, and justice, enriched many lives in our community. His efforts pay dividends; and whereas, Hank Miggins' leadership and life of service extended beyond Portland, including his service to our nation for 22 years as an officer in the United States Air Force and as city manager of Spokane, Washington; and whereas, Hank Miggins passed away on July 18th, 2013 at the age of 78; now, therefore, I, Charlie Hales, Mayor of the City of Portland, Oregon, the City of Roses, do hereby proclaim April 20th, 2016 to be a day of remembrance for Hank Miggins in Portland and encourage all residents to observe this day.

Fish: Thank you very much, Dan. Let's suspend the rules. [applause] Constantin, would you please introduce our distinguished panel?

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Constantin Severe, Director, Independent Police Review, Office of the City Auditor:

To my right is Brenda Miggins Vaughn, Hank's daughter; and Eric Terrell, a former member of the Citizen Review Committee and an appeal process advisory; and I am Constantin Severe, Independent Police Review Director.

I would like to thank the Mayor in his absence and City Council for taking the time to remember a great Portlander and in my opinion a great American, Hank Miggins. What we do here at the Independent Police Review and the Citizen Review Committee cannot happen without engaged community members, and Hank was the definition of an engaged community member. In the early years of the Citizen Review Committee, there were multiple appeals in a month -- I believe at least 30 appeals in a year were not uncommon -- and Hank stuck it out and Hank was on the committee for over 10 years.

After he was done on the committee, he served as a community member. And one of the last interactions that I had with Hank before he passed was about a week or so before he died. He was preparing for a citizen appeal and he was helping a community member navigate the process that we have. And he was so selfless -- what impressed me and I think impressed anybody that had contact with Hank Miggins.

The other part that was so important about what Hank did -- and I think it serves as an example of community members involved in police accountability -- is that there really is no police accountability without engaged community members. You know, we talk a lot about oversight and accountability, but accountability starts with the community and Hank brought the passion of remembering community members as well as being fair to police officers. So, I could talk a lot about Hank Miggins. He was someone who was a personal mentor to me, and I felt provided an example to a lot of us in the community. But I'll give it over to his wonderful daughter.

Fish: Welcome, and welcome to City Hall.

Brenda Miggins Vaughn: Thank you. Our family wants to thank you guys for this wonderful honor to our father. It means a lot.

Several months before he passed away, I was over at his house and I was telling him about -- that I was talking to a lawyer that I was working with and he asked me, "Are you Hank's daughter?" And I was like, yes, and he proceeded to tell me how great he was and how much he enjoyed him and how much he respected him. And I was telling my dad that, and he was like, "Well, you know, I know a lot of people. A lot of people know me. I'm kind of important in these parts." [laughter] And I just kissed him on his head and rolled my eyes and said, "Sure, dad. I know." But it wasn't until I had to write his obituary that I realized how much he contributed to so many people and so many communities. When I heard that they lowered the flag for him, when people came to share their condolences with us, they saw the loss in our eyes, but we saw it in theirs, too -- how many people missed him and respected him. And someone came up to me and gave me a calendar of African American men that contributed to this city, and he was Mr. December.

So, throughout these last three years, we continue to hear stories, people continue to come up and tell me what a wonderful guy he is and tell us the stories of what they did together and just the laughs and just respect that so many people had for him that it's overwhelming. When I got the call about this honoring, the family had to come -- as you can see. They all came from Spokane and from California. It's very, very important. What I've learned throughout this time is that we knew that he was important -- he's our dad. But we saw him from fishing and camping and bowling. He was much more than that. And what I've learned is that he really cared about his community, he cared about the city, and cared about the people. He believed in truth, justice, and fairness, and he was a great humanitarian. I really, really appreciate -- our family really appreciates the honoring of him

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and remembering -- remembering who he was, and remembering his spirit. We just want to say thank you. Thank you very much.

Fish: Thanks for joining us. Welcome, sir.

Eric Terrell: Thank you. My name is Eric Terrell. In 2001, Hank and I became members of the original CRC gang of nine, the newly established Citizen Review Committee. Although we he did not know each other, we soon became close colleagues on the committee, and not long after, became close friends. I admired and liked Hank a lot. He was a straight talker and a straight shooter. He was dedicated, focused, and highly principled, and was always well-prepared to take on the challenging, difficult work of the CRC. Although Hank was passionate about what CRC was about, he was never vindictive or mean-spirited in any way toward anyone. He was fair-minded and was there to do a job, and that's what he did. And he did it so well.

Hank was respected not only by his fellow CRC members and by the staff of IPR, but I believe was respected by senior staff of the Police Bureau as well. Another close friend, Mike Hess, now retired associate director of IPR, has this to offer. Quote, "Hank was the only original CRC member who did not resign when things got tough. He embraced the responsibilities of CRC chairmanship during several tumultuous years when no one else was willing to shoulder the burden." Unquote.

Hank was a true gentleman and he was an affable, gentle man yet strong and steady. Most often, he had a warm, inviting smile on his face. And for anyone who wishes to know Hank Miggins better, then you will also need to know that Hank smoked the most fragrant pipe tobacco and wore the jauntiest fedoras. Hank's wonderful, generous spirit lives on to guide us all. Thank you, Commissioners.

Fish: Thank you very much. We have one speaker who would like to be heard. Dan Handelman, would you come forward, please? And then I'll ask the indulgence of our invited guests to congregate for a photograph.

Fritz: And comments from the Council?

Fish: And comments from the Council. Dan?

Dan Handelman: Good morning, City Council and folks in the public. I'm Dan Handelman, I'm here with Portland Copwatch and with Flying Focus Video Collective. As a member of both groups, I've attended just about every meeting of the Citizen Review Committee since it began.

And I told a story to the Portland Tribune that they got a little bit wrong but fixed it in the online version where Mr. Miggins and Mike Bigham, who was the chair of CRC at the time, came before City Council after a TriMet officer from another jurisdiction was unable to be interviewed for a CRC appeal because the City can't compel officers from other jurisdictions even to testify as a witness. And they ended up changing the TriMet contracts so that it was more clear there has to be some accountability. I think there's still a problem in us having officers from other jurisdictions working in the chain of command for Portland Police and not having to follow Portland rules because their rules may be different, but that was something he did before it was even clarified in the ordinance that CRC was allowed to make recommendations directly to Council. So, he kind of stuck his neck out a little bit beyond what was written in law to make this point. That's something that I thought that was an important story to tell.

We also knew that was a very good friend of Gary Blackmer, who helped create IPR when it started. In fact, there was a committee that I sat on as a member of Portland Copwatch that the mayor had appointed to design a new system. The system didn't -- as Commissioner Saltzman probably remembers -- didn't quite satisfy the expectations of the majority of that group, and there are people from the Police Association who were worried that it was going too far. Hank was the only person who testified in favor the system

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exactly as it was written when it was first adopted. So, I thought that was another interesting story.

There was mention he served as an appeals process advisor. He helped make sure that position was added. That was one of the recommendations from that committee -- the original committee -- that there should be an advocate for the person going through the system. It's a very confusing system, especially when you've been harmed by the police. You have no idea what's going on. So, he helped make it happen. We didn't always say eye-to-eye, I have to say. Hank felt very strongly there should not be an advocate that it should be somebody explaining how the process works, but again, he helped make that happen and participated in that.

I didn't hear it mention yet that Hank was a member of the ACLU board of directors. And one thing I never remember ever happening while Hank was a member of CRC or the chair is having decision-making and discussions out of the public eye. Transparency is part of the mission of IPR. I feel like this has been happening on an increasing basis not only in IPR but elsewhere -- ironically, more since the DOJ has come to down. And in fact, I've been asking Director Severe since Thursday night where I'm going to be able to put my camera tonight, pointing out that when video cameras were allowed in City Council, they are allowed to stand in between the Council and the testimony table so they can get the faces of both the testifiers for the Council. That's where I stand to videotape the CRC meetings. And he hasn't responded yet, so I'm hoping to get a response on that question today.

But you know, again, Hank never acted in a way to shut civilians out. The prior review board, PIAC, would occasionally go into what's called executive session where only the media could stay in. But CRC never did that. And just a point of clarification -- Hank was not the only person who didn't -- there were three members of the CRC that didn't resign originally, but it is true that five people resigned in protest, the sixth person that resigned for a different reason, after then there were three people who were left after that first batch. So, I just wanted to put in that.

Fish: Thank you very much, Dan. Colleagues, comments before we take a picture? Commissioner Novick?

Novick: Hank Miggins of course was a legendary figure, but it's really great to see that the legend lives on and to see this many people come in the middle of a workday for this tribute. So, thank you all very much for coming and thanks to Hank for his contributions.

Fritz: The spirit of good people does live on in our hearts, and it doesn't matter how long it's been. And so, I really appreciate this proclamation and I appreciated the description of Mr. Miggins as a gentleman and as a gentle man. I think he was both. And I remember him through his work on the Independent Police Review committee, which of course is a really awful thing that we have to be looking at "did the police do something wrong?" And in some cases, yes, they have, and that's a very serious thing. And yet, when I remember Hank Miggins, I remember the fedora and the jaunty smile and the twinkle -- he seemed like he had a twinkle in his eye almost always. And so that, along with his kindness, is what I remember and appreciate. And his service to our community and other communities will not be forgotten.

Saltzman: Well, I just wanted to add, whoever wrote the resolution did a great job by saying that Hank had a steady demeanor, because he really did. I always attributed that to his 22 years of service in the Air Force. But I just wanted to say that he really was -- I think we all -- at one time or another, we appoint members to committees of various types, and sometimes you wonder, are they going to pan out? Are they going to make it? And I'm really pleased to say that Hank made it. He was not only my original appointee to the Citizen Review Committee but he rose to become its chair and be a mentor to its director

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and to many appellants. So, very proud of Hank and pleased to have had the pleasure of working with him and getting to know him as a friend.

Fish: We're going take a picture in a second. I just want to acknowledge that when the mayor issues a proclamation to honor someone for a lifetime of service, this is among the highest honors that the City can bestow on someone who has made a unique contribution. And we're joined today by so many special people who have traveled here from out of state and other places, but I would be remiss if I didn't acknowledge at least the elected officials that are joining us, starting with Representative Lew Frederick. Lew, would you please stand? Former state rep Mike Fahey -- Mike, would you stand? John L. Bell is here representing our junior senator. Welcome. Senator Ryan Deckert is here -- Ryan? And our elected Auditor is here -- would you please stand? With that, let's all gather up front and take a family picture with the proclamation. [photo taken]

Fish: Karla, let's take a two-minute break.

At 11:45 a.m., Council recessed.

At 11:47 a.m., Council reconvened.

Fish: We're back on the record, and we're going to take up four more items and we'll try to have this concluded by noon.

Item 390.

Fish: Take it away.

Eric Johansen, Bureau of Revenue and Financial Services: Thank you, Commissioners. Back to the mundane, I guess. My name is Eric Johansen, I'm the debt manager in the Bureau of Revenue and Financial Services.

The proposed ordinance before you today amends two outstanding ordinances in order to authorize an increase in the amount of short-term indebtedness that may be incurred by the River District Urban Renewal Area next fiscal year. In addition, the ordinance authorizes a corresponding increase in the aggregate short-term indebtedness among all of the active urban renewal areas.

The increase from 20 million to 30 million in River District is necessary due to updated projections of available tax increment revenues for fiscal year 16-17. Proceeds from the additional borrowing capacity will fund projects in the district's urban renewal plan and in their 16-17 budget.

As you may recall, short-term indebtedness implements the pay-as-you-go or cash-financed portion of PDC's capital program. The short-term debt that we also refer to sometimes as du jure financing allows the City to comply with state constitutional requirements that tax increment revenues be spent only on indebtedness. With that, happy to take any questions.

Fish: Colleagues, any questions? Thank you. Karla, anyone signed up to testify?

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

Fish: Then this goes to a vote.

Item 390 Roll.

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

Item 391.

Fish: Colleagues, before we take the vote, I'd like to just place into the record again the legislative intent based on our last hearing. The Council adopted an amendment which clarifies that this would apply to a person providing political consulting services to a City elected official or a political action committee controlled directly or indirectly by City elected official. We've done that by amendment.

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It is also my intent -- and this is to guide the promulgation of the rules -- that in the definition of political consultant, that we are referring to people who are primarily in the business of providing these services. And that's an important qualification that a number of advocacy groups sought that we make clear in the record. With that legislative history, Karla, would you please call the roll?

Item 391 Roll.

Saltzman: Aye.

Novick: I just wanted to note that last week, we also considered the Auditor's ethics reforms although we sort of put them on the table. I thought that some of them were no-brainers, such as raising the maximum penalty for multiple violations to \$3000, and it's my intent to offer a narrowed version of her proposal with a couple of those items at some point in the future. Thank you, Commissioner Fish, for your leadership on this item. Pleased to vote aye.

Fritz: Thank you, Commissioner Fish, for this ordinance which does provide additional transparency accountability for elected officials in the way we do our public business. Commissioner Novick, there's an update. I believe that there's agreement on a full package from the Auditor that's come forward, so I'm hopeful that will get that sorted out sooner rather than later. Thank you again for everybody who's concerned about this. I am - I believe that being a politician can and should be and is an honorable profession and that the members of the City Council strive always to be accountable, transparent, and honorable. So, this is one more measure that documents that. Aye.

Fish: Thank you, Commissioner Fritz and colleagues. I am very proud to vote on this matter today and grateful for all the people who've helped us get to this point. I'm proud because we are the second city in the country that has decided to shine some additional light on the work -- the important work performed by local consultants, but we're the first jurisdiction in the country to use as the trigger not compensation for services but the actual provision of services, which is a much broader definition and will ensure that there's even more sunshine.

We are as a City committed to open, transparent, and accountable government. I believe very strongly in the existing ethics rules we have, and I look forward to joining Commissioner Novick and my colleagues and the Auditor in strengthening those rules. This is something new, and this goes to a basic principle that people have a right to know who is influencing important decisions that we make. And one way we can do through that is through a registration requirement.

It does not go as far as I would have liked, but we can also celebrate that the barrier to that at least now is article one, section eight of the state constitution which does provide extremely broad First Amendment protections.

In a democracy, political consultants do important work. This ordinance will ensure that in Portland, they do that work in the full light of day. Again, I'd like to thank the people that helped us get to this moment: Oregon Common Cause and Kate Titus; Represent Us; the League of Women Voters of Portland, the indefatigable Debbie Aiona; Auditor Mary Hull Caballero; Elections Officer Deborah Scroggin; and finally, I'd like to thank the crack legal team of Linda Law and Ben Walters and a special thanks to Jim Blackwood and Sonia Schmanski on my team. It is with great pride that I cast my vote in the affirmative. Aye. Thank you.

Karla, we have two items left, a second reading and then Commissioner Saltzman. Would you please read Item 392?

Item 392.

Fish: This is a second reading, vote only. Please call the roll.

Item 392 Roll.

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

Fish: Thank you. And our final item is item 393, if you could read that into the record, Karla.

Item 393.

Fish: Commissioner Saltzman.

Saltzman: Thank you, Mr. President. I'll turn it over to Marco Benetti, who's been waiting patiently all morning.

Marco Benetti, Portland Fire and Rescue: Thank you very much for the opportunity to shed a little light on this project. It's actually not a project yet, but we hope to be successful in a grant application with FEMA and Homeland Security.

The dock structure at Station 6 has been falling apart over the years since the 1950s when it was built. This grant application will provide the funding to help us clean up the river, eliminate some more of the creosote pilings that have been languished in the waters for many years. It'll also help us support infrastructure that will protect our assets that we spent millions on for our waterways and the protection of the city of Portland.

The boathouse component of this will provide some safe storage of our assets at the station facility so we can protect them and keep them out of elements, too, which tends to provide a lot of ultraviolet damage to our products. So, if there's any questions, I hope that this is a project that can be supported by Council and we look forward to moving forward on it.

Fish: Colleagues, any questions?

Fritz: Thank you. My understanding is there is a match required in this if we get the grant.

Benetti: Yes, Commissioner.

Fritz: And that you have money in the building maintenance and equipment fund that would cover the grant? You wouldn't be asking for additional money from the City?

Benetti: That is correct, yeah. It would be covered under the normal general fund for the Fire Bureau.

Fritz: And I apologize for not asking this question ahead of time -- if you don't know the answer, you can just get back to me. I'm happy to hear that we have an ongoing building maintenance fund in the Fire Bureau, because in some other bureaus, we are lacking in ongoing maintenance money. Do you happen to know how much there is in that fund?

Benetti: Right now, it's technically not an ongoing maintenance fund, but we do allocate a certain number every year for building maintenance and ongoing maintenance. The target number would be three percent of the projected maintenance for all of the infrastructure buildings. Currently, I think our normal budget is about one percent that we allocate for ongoing annual maintenance and repair, roof replacements, roof partial replacements, structural repairs, HVAC units -- things like that. And so, we try and -- I'm the logistics chief, deputy chief of logistics, so we're constantly trying make sure we're being as fiduciary responsible with our funding and try and hit the high points as best we can and extend our dollars so we can get the best bang from our buck on every one of our City dollars that we have to spend.

Fritz: Thank you, I appreciate that spending of the taxpayers' money wisely. So, there isn't a particular line item for maintenance in the Fire Bureau's budget?

Benetti: There is a line item for maintenance and repair. It's a facilities section, it's part of the logistics budget.

Fritz: OK. If you could get that number to me, I would be really interested --

Benetti: I'd be happy to, yes.

Fritz: As I said, I'm happy to know we have something in there --

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Benetti: Yeah, we try and maintain all of our structures, and we do have a dedicated amount of funding that's proportionately allocated for building maintenance and repair and furnishings and appliances and all the --

Fritz: Previously we had the general obligation bond that went for some of these big projects, and all of that money has how been spent. Is that correct?

Benetti: The majority of the money has been spent. There's a small portion left over that's going to be allocated for other capital improvement projects that will be in concert with the 2010 -- there was a small amount left over from the 1998 remodel bond, and that portion is what's being incorporated in the capital improvements for the other infrastructure for Fire Bureau buildings.

Fritz: Great. Thank you very much.

Benetti: And I can get those number for you, no problem.

Fritz: Thank you.

Fish: Colleagues, other questions? Thank you very much. Karla, did anyone sign up to testify?

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

Fish: Would anyone like to testify in this matter? Seeing none, let's take to it a vote.

Item 393 Roll.

Saltzman: Thanks, Chief. Aye.

Novick: Aye.

Fritz: I think this is the second time -- let's hope the second time is the charm in getting this grant. Aye.

Fish: Aye. Thank you very much. We're adjourned until 2:00.

At 11:59 a.m., Council recessed.

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Closed Caption File of Portland City Council Meeting

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

Key: ***** means unidentified speaker.

APRIL 20, 2016 2:00 PM

Fish: Council will please come to order. Welcome to the afternoon Council. Karla, would you please call the roll and then read the item?

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

Item 394.

Fish: Well, I want to welcome everybody to City Hall and thank you for taking time to come and participate and to testify. We're going to begin today with staff from the Bureau of Planning and Sustainability walking us through what we're doing today and what we hope to accomplish. Eric, would you please come forward?

Before we start, I'd like to go over some logistics to ensure the afternoon goes smoothly. First, Mayor Hales sends his regrets. He is in Europe on City business. And as the president of the Council, I have the honor of presiding over this session.

Second, we want to acknowledge receipt of an additional group of letters, emails, and comments that we've received from April 15th through today. And all of that testimony that's been submitted will be part of the public record. We will also add any additional correspondence or written materials that arrives before the close of the hearing today, which we made part of the record.

To maximize the number of people speaking tonight -- because we hope to be able to close the record today -- we'll be limiting testimony to two minutes each. We really regret that we ran out of time last week before everyone had a chance to testify, so we'll call up the people that didn't testify last time first and then move on to new folks.

Let me just make a couple of observations. The first is, this is not a popularity contest -- actually that's what it says in my script. The substance matters more. That is, the substance of your testimony matters more to us than the number of people who say it. So, your testimony is really most effective if you avoid repeating what other people have said but tell us something that maybe isn't part of the record that we need to know.

Also, whenever possible, please refer specifically to the amendment that you are testifying about. And there is a master list of amendments, which I think has been handed out. You can get a copy. If it's at all possible, refer to the amendment with one caveat. Please do not assume because the printed amendment has one, two, or three cosponsors that that's actually means those are the only people that may or may not be supporting the amendment. We have a different set of rules just to get the amendments on the table, and it may be that a couple of people have sponsored an amendment for discussion and they may not support it after the testimony. So, pay no attention to whether there's one, two, three, four or five people. That's a procedural issue that gets it before us and the votes obviously will follow later.

Again, we want to thank you for joining us. Before I introduce Eric -- Eric, can you clarify for me -- actually I'm going to introduce Eric Engstrom. But could you clarify -- if for some reason we are not able to conclude this hearing today -- and we hope to go at least through 5:30 before we lose the quorum -- it'll be continued until when?

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Eric Engstrom, Bureau of Planning and Sustainability: I'll look to the Council Clerk to verify, but I believe we have in reserve the 27th at 2:00 p.m. in City Hall if that is necessary.

Fish: If that's necessary. And just a little warning -- if you leave assuming it's going to be held over and we get through all the testimony, then we'll close the record. So, I hate to impose on folks, but it's best to stay and try to testify because if you're not here and we complete the testimony in the house, then we will be closing the record. With that, I'll introduce Eric Engstrom and have him walk us to some other housekeeping matters. Eric?

Engstrom: Thank you, Commissioner. Eric Engstrom with the Bureau of Planning and Sustainability. Tonight, we're getting feedbacks on the amendments to the PSC recommended Comprehensive Plan where were published in the March 18th amendments report, as you noted. Commissioners have also published several additional memos with supplements to that report in the time since, which are all posted on the Bureau of Planning and Sustainability's project website.

Karla read the first item, there are two as part of tonight's hearing. The first item is, as she mentioned, the supporting documents to the comp plan. Amendments related to that are on page 112 of the March 18th report, and we expect a smaller list of people testifying about that first item. The larger list of people are mostly here for the second item to talk about the new Comprehensive Plan itself, which includes the policies, land use maps, and list of projects. I believe we're hearing item 394 first and then 395.

This is the second of two hearings. If the Council finishes testimony tonight, we have April 28th and either May 5th or May 11th tentatively set up for decision-making on the amendments where you all will come back and actually vote on the amendments. At the end of that process, we hope you'll arrive to an as-amended plan that will be ready to vote on. Then we will go as staff and prepare the final substitute ordinance incorporating those amendments and the findings, and bring that back to you in June. I believe the final vote is currently scheduled for June 15th if that schedule sticks.

Fish: And Eric, because I'm gone the first week in May, I've asked if there are amendments that are heavily contested on Council that those votes be postponed until the 11th.

Engstrom: Yes. I believe we are going to try and start with the less controversial amendments at the beginning and then work our way into the more difficult ones.

I also want to know as we approach the end of this process, staff is taking a moment to make sure we have the appropriate technical reports in the record, including data that supports the decisions we've made. And in particular, we have provided the Council Clerk with additional memos related to transportation modeling, Metro functional plan compliance. And in many of our background documents, there are citations for other secondary reports and we want to make sure those secondary citations are also in the record. So, we've provided both electronically and physically some supplemental material for the record that rounds out that information. And we'll be discussing that in the findings adoption when we file the substitute ordinance.

Fish: Thank you very much. How many people that are here today are here for the first time? OK, so we have a lot of folks who have been here with us before. Let me just remind everyone that in order to get through this afternoon, we have over 100 people that signed up. So, it's going to be a challenge to finish all the testimony today. We ask that you show your support or displeasure with your hands, not by applauding or disrupting the proceedings, and that'll keep us on track. With that, it is the -- excuse me. Let me turn to my Council colleagues to see if they have any comments. Commissioner Fritz?

Fritz: Thank you, Commissioner Fish. I just have one quick question for the record. We've received a lot of input in writing from residents at Eastmoreland asking to expand the

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proposed amendment changing the R5 zoning to R7. If the Council wanted to consider doing that, would we need to notify residents in a larger area of the potential downzoning per state law?

Engstrom: Staff has already notified folks affected by the amendments that you've already put on the table, but if there was a substantial new amendment or expansion of the territory of an amendment that affected a lot of people, we would want to do that notice, yes.

Fritz: Thank you.

Fish: Other questions or comments from my colleagues?

Fritz: I just have one quick comment. I had some questions yesterday at the Argay Neighborhood Association meeting regarding appropriateness of apartments and single-family homes near Shaver Elementary. I just wanted to put that into the record since it was not at that time a Comprehensive Plan meeting.

Fish: Eric, we have two matters this afternoon. Did you want to have Karla read both? Or how do you want to allocate the time?

Engstrom: We could start with the first one. There's a fairly short list.

Moore-Love: We have separate signup sheets right now.

Fish: OK. So, let's do the first one. Are the invited -- the courtesy of the house that we extend to people who are elected, is it after the first matter or the second matter?

Engstrom: It's mostly for the second.

Fish: Karla, how many signed up for the first?

Moore-Love: Seven people.

Fish: Alright. Let's call them up four at a time.

Moore-Love: I don't think we have another chair --

Fish: Three at a time.

Moore-Love: The first three, please come on up.

Fish: Welcome. All we need is your name and everyone will have two minutes to testify. Sir, why don't you kick us off?

Kirk Olsen: My name is Kirk Olsen, I'm with Trammell Crow Company. Trammell Crow is the region's largest developer of industrial real estate property, and we've been developing here in Portland since 1978. I am here to testify regarding the -- in support of the moderate growth for cargo in the Portland Harbor, as originally recommended by the Bureau of Planning and Sustainability staff.

I was first exposed to the economic development -- excuse me, economic opportunity analysis as a member of the policy expert group way back in 2012 when we started our work with the comp plan. I'm very familiar with many of the inputs and drivers on our region's economy. Since then, I've participated in the regional industrial land readiness study as sponsored by PBA, Metro, and some others. I'm currently on BDS' Development Review Advisory Committee.

The business in the harbor -- they're all major employers as you know in the city, and their procurement of supplies, raw materials, capital goods, and services from local businesses is extremely meaningful to neighborhoods and employees that work there. In order to more accurately reflect the activity in future development in the Portland Harbor, I urge you to support the amendment to change the harbor forecast in the EOA from a low growth to medium growth forecast. Thank you very much for the opportunity.

Fish: Thank you very much, sir. Welcome.

Bob Carroll: Thank you for the opportunity to speak today, I'm Bob Carroll, president of the Columbia Pacific Building Trades as well as a business rep with International Brotherhood of Electrical Workers. I speak to you today also to recommend you adopt a moderate growth amendment on the EOS for the harbor.

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The harbor is a major economic driver of this community and when we get a shipping line back, it will be even better. So, I urge you to do that. In addition, I also urge -- I encourage the M33 amendment which would re-designate the Broadmoor golf course as industrial land. This, too, will create jobs and encourage economic growth in the area.

Thank you.

Fish: Thank you both. Welcome. Bob, why don't you kick it off?

Bob Sallinger: Good afternoon, my name is Bob Sallinger, I'm the conservation director for the Portland Audubon Society. I'm here to testify on the economic opportunities analysis, specifically a decision to upgrade from the low range forecast to the medium range forecast based on new capacity that was revealed by the Port of Portland really at the last minute before the final hearing of a multiyear process.

We've looked at this issue over and over as part of City committees on West Hayden Island, on river plan, through the comp plan process, and we are very concerned that this capacity wasn't revealed early on. Capacity is not something you discover at the last minute, it's not behind a tree or a behind building. The Port had to have known it was there. It's based upon development we're glad they have done in order to create that increased capacity. We don't have an opinion whether you should go with the medium or the low, but we do want to make sure that a few things are captured here.

One is that the Port of Portland has said specifically they do not need West Hayden Island in order to meet the midrange forecast. And also, if for some reason we go back to the low range forecast, West Hayden Island wasn't needed for that either. Because one of the things we were concerned about is when you make these kinds of major decisions on something like this that has gone through rigorous analysis, multiple committees, a lot of work, you come back at the last minute and make changes of this magnitude, we're worried the City may not have caught all of the little nuances that may come back and bite us later.

Secondly, we hope the City will take a hard look at how it looks at industrial land. Because it really is one of the most difficult to discern processes. A lot of it is proprietary information done by consultants that go back and forth between industry and the City. A lot is in a black box that the public can never see. And we've always been very skeptical of how the City does its industrial land analysis. Too many times, we've gone through this analysis and not picked up on this capacity that was revealed at the last minute. In fact, we've been told over and over again that the capacity doesn't exist and we can't find it. So, I think we need to look at why this was only discovered so late in the process. But the main thing we want to capture here is regardless of which forecast you use, the Port does not need West Hayden Island. We want to capture that in the record.

Fritz: If I may. My understanding was that the Bureau of Planning was going to come back with some language that would capture that in the policies of the Comprehensive Plan. Have you seen any draft language to make sure that it's clear we're getting the forecast without West Hayden Island?

Sallinger: I think it could be clearer. I think more explicit in terms of how it's written up. I can work with the Planning Bureau.

Fritz: Yeah, I would appreciate it if you would. Colleagues, that's kind of a conceptual amendment I was thinking might be right on the table. I'm not sure whether it's in the materials we've got, but I want to make sure the public has a chance to testify on it. Because as you say, that is the clear understanding if we do decide to go to the moderate. It might be a condition of approval. Thank you.

Fish: Thank you very much. Welcome.

Brenda Barnes: Thank you, City Commissioners, for this opportunity to testify in front of you. My name is Brenda Barnes and I'm a third generation Oregonian. I speak to you from

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the heart. My company's name is Geo S. Bush and Company Inc. It's located at 825 NE Multnomah Street, Suite 910. It's next to the Lloyd Center. I'm here to testify for the support of the moderate harbor originally recommended by the Bureau of Planning and Sustainability staff.

Our 50-person company is a freight forwarder and customs house brokerage, which means we act like a travel agent for international cargo in and out of the U.S. Currently, we are using the Port of Portland as much as we can given the circumstances with labor and disputes thereof. We would like to be using it more. There are shipments that once used Portland that are moving via Seattle and Tacoma, but given the opportunity they would return. Therefore, the median cargo forecast is consistent with the data about cargo capacity created in the harbor from recent investments. It reflects actual activity, it is consistent with other Portland and Metro forecasts and sends an important message about the future of the Portland Harbor as a critical economic engine for the city of this state. I urge you, City Commissioners, to adopt the amendment to change the harbor forecast in the EOA from a low growth to medium growth forecast. Thank you again, Commissioners, for the opportunity to testify.

Fish: Thank you very much. Thank you for explaining how your business works. Now I think I finally understand it. That was very helpful. Dana, welcome.

Dana Krawczuk: Thank you, Commissioner Fish and fellow Commissioners. The cargo forecast related to demand. I'm here to talk to you about supply in this segment of the hearing.

Fritz: Your name again?

Krawczuk: Dana Krawczuk. Thank you. Supply relates to "how much land do we have?" For land that's developed, it's "what kind of redevelopment opportunities do we envision?" And state law, the administrative rules are quite clear on that. In order to consider developed land -- meaning land that's improved -- available for development over your planning horizon, it has to be available. One way that land is not available is when the owner tells you, "I'm not interested. I'm not redeveloping."

Why do we care about that? This relates to amendments 33 and 34, which are not specifically the topic of what I'm talking about, but with riverside, who you're relying on for 86 acres of land, they've said, "no way, no how" over the planning horizon. On the other hand you have Broadmoor, who I represent, who has said "over the planning horizon, we'd be open to redevelopment. We don't have immediate plans but if the opportunity presents itself, we would be interested in rezoning and developing our property." That is supportable under goal nine rules. The reverse -- relying on riverside and not Broadmoor -- we don't think it's supportable either from an evidentiary or legal basis.

Fish: Just a quick follow-up question. If it turns out we have a surplus of available land, then would the better approach to be take them out altogether?

Krawczuk: If you have a surplus, then it's less of an issue for you because you wouldn't have to be relying on that land to have an adequate supply.

Fish: I see. Thank you very much. Welcome.

Tamara DeRidder: Hi. Tamara DeRidder with Rose City Park Neighborhood Association. I have two items.

First, on behalf of the neighborhood, I recommend -- the board for Rose City Park recommends that a TSP blue ribbon committee be formed to vet the plan and the TSP implementation assumptions that it is to reduce single occupancy vehicles to 25 percent of all trips by 2045. The reasoning behind this is the language both in the background document and in the plan depend heavily on what's considered to be transportation demand management, TDM. TDM, if you have done your research -- which most of us have not -- does work. It works in places like downtown Seattle. But it does not work in the

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broad spectrum that is being implemented through the entire city. So, I urge to you look at alternatives because we are facing major issues when we're talking to people in the campus institutional zone, all the lawyers at that table when this was rolled out for them were concerned that there are not any tangible measurements by which they can say that they've complied. This program does not have tangible measurements in it. So, I urge you to consider a blue ribbon committee that would look at the implementation criteria that is being so weighted upon in the Comprehensive Plan. And I want this plan to succeed, but if we don't have this information down right, then we'll all pay with increased traffic flow.

The second item is -- I know that we've had air quality problems and I've testified before the Planning and Sustainability Commission back in 2009 with the Portland Plan that the air quality standards in the Oregon transportation, Oregon land use plan do not protect land use. We defer everything in land use that is goal six to DEQ. And by the letter of the law, we're meeting the standard because we may have to do implementation. But currently, there is not mitigation as they had promised at the commission level. And I'm speaking now as a planner. I had spoken to them as a representative of Rose City Park, but as a planner, I request that mitigation be considered to protect residences and schools from poor air quality. Thank you.

Fish: Thank you very much. Does anyone else want to be heard on item 394? OK. So we're going to close the hearing on 394, and we're going keep the record open through the close of business today if anyone still wants to get documents in. Is that right, Eric?

Engstrom: I suggest Council may want to do through Friday.

Fish: Excuse me, we'll keep the record open through Friday at 5:00 p.m., and it can be filed electronically or paper copy. So, we'll close 394. Karla, would you please read 395?

Item 395.

Fish: We're going begin by inviting any elected official that's here to come forward, any agency head -- I see the head of TriMet is here -- and any member of the Planning and Sustainability Commission. I saw Eli Spevak. Are there any others? Gentlemen, would you both come forward? You'll have the courtesy to the house to begin, to kick us off, and then we'll proceed to the folks that signed up last time but did not get to be heard, and we'll continue in the sequence we were operating under at the last hearing. Neil McFarlane, welcome. Why don't you kick us off?

Neil McFarlane: Thank you, Council President Fish and members of the Council. I'm very pleased to be here for the second time today. I wanted to harken back to the reason that I was here first today, which the work we're doing together on the southwest corridor plan. I wanted to really illustrate to you that is just one facet of the work we're doing together with the City of Portland. I want you to also recognize we were recently recognized by the American Public Transit Association for this unique and strong partnership between the transit agency and the City as a model for the rest of the nation. And that's something that we emulate and are very proud of and want to make a real pattern.

We're building on that past success and taking our partnership even further, and that's reflected in the letter of intent I signed last year along with the Mayor and Commissioner Novick who represented the Planning and Sustainability and Transportation bureaus, respectively. Together, we've committed to heighten our cooperation around transit -- make it safe, dependable and easy to use for all Portlanders. And I think this is really key to meeting the transportation challenges that come from the Comprehensive Plan and the need to frankly house another couple hundred thousand people within the city's boundaries.

Our agencies are actively engaged in a joint work plan to do this. There are a variety of efforts, and I wanted to not a couple of those. First, we've been working together with your staffs in both Planning and Sustainability and Transportation related to our future

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of transit visions which really look regionally at why the future transit system and where lines needed to be as added and improved and other kind of transit improvements that need to be done. So, that's been done in conjunction with your growing visions of the Comprehensive Plan and transportation system plan visions.

In taking this down a level closer, I might point to the example of the partnership we have on 122nd. This is something we call the grow into something we call a growing transit communities plan, where we work together on the goal of identifying priority funding improvements for safety and transit access and we provide added transit service in those same corridors. What we have in mind is repeating that process in many other places of the city.

I'd also just note that we're working together with the City staff on another program called enhanced transit corridors plan. This will really focus on identifying the operational and capacity constraints in areas where you right now have enormous amount of growth, where we have an enormous amount of demand, and we need to do work together to really make sure we meet that and meet the vision of your Comprehensive Plan and transportation management plan.

Also wanted you to be know we are well aware of your Planning and Sustainability Commission's interests in ensuring that East Portland is benefiting from a transformative transportation project as well, and I wanted to acknowledge particularly past chair André Baugh and current new chair Katherine Schultz as great contributors to this effort. But we are working closely with the City to refine the alignment for the Powell-Division transit and development project. We are ensuring through our service enhancement plans that we are in alignment with that project, and we recognize the Powell-Division vision will be nothing more than a backbone for improvements of service north-south through East Portland and east Multnomah County, which is something we've heard loud and clear from the community, from staff, and from leadership of the City. And so, we wanted you to know we are active partners in supporting action plans related to equitable development in those parts of our region, our service territory.

In conclusion, I look forward to continuing and strengthening our partnership with the City to ensure that we are a successful partner with you in implementing this Comprehensive Plan. We recognize that that is a challenge for all of us, but we are a partner with you in reaching shared goals of equitable economic development and housing and improved quality of life and certainly the reduction of our impact on our climate and our environment. With that, I'd be pleased to answer any questions you have about our role.

Fish: Well, Neil, thank you. You were with us this morning, this afternoon -- if you come back for a meeting this evening, we do have a door prize for you. [laughter]

McFarlane: [laughs] I won't go for the trifecta, thank you.

Fish: Questions or comments? Again, thanks for joining us. We actually have two PSC commissioners, and we'll start with Eli and then Maggie Tallmadge.

Eli Spevak: Thank you for letting me join you guys here. I have submitted one piece of testimony signed by several members of the Planning and Sustainability Commission individually -- because we're individuals at this point -- supporting the proposed amendment 45 to support missing middle housing and to expand that to corridors and centers, and also to support Fritz's recommendation that we not only provide 10,000 affordable regulated housing units, but fund it as well.

For my specific testimony, I want to talk about missing middle for a minute because it means different things for different people and I want to kind of parse it a little bit. And the other handout I have for you is my coloring in project where I've sort of broken it into two flavors. And I'm buying an ice cream parlor now, so I'm thinking flavors. One of them is the neighborhood flavor, which because there -- within existing neighborhoods anywhere

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in the city, we could have a medley of housing types that fit within an envelope that is smaller than what's currently allowed for a single-family house. The idea that this is compatible wherever you go, we scale down our homes -- this is exactly what the residential infill project is grappling with -- and we say you can have more flexibility within that volume. And you can do duplexes that way, you can do a corner tri-plex, you can do accessory dwelling -- that's the kind of a mix.

The other form is the higher more, intense versions of it, which are really appropriate -- at least for now -- within a radius of centers and corridors, which is the amendment. That's more things like the courtyard apartments, the townhouses, maybe bungalow courts. It's larger scale, more appropriate in potential locations. And maybe between those two we get more of what the City Club is recommending to allow missing middle everywhere. And I like Fritz's -- call it mosaic zoning. The name's kind of nicer. But to let us have that variety throughout the city.

I want to take just a minute to say why I think it's important not just in the center but outside of the city as well. If you look to the history, the close-in neighborhoods northwest and southeast were both built out under the rules of the day which allowed this eclectic mix of housing types which we appreciate today. We have big homes, we also have homes that have been divided up into little pieces. If you look at the zoning map of what's in place on the ground for the outer neighborhoods right now, it's all yellow. And that means -- that's the recipe to ensure that neighbors further out will be built out with large homes on large lots. That's a monoculture of housing, and it's not going to support the diverse household types, sizes, and ultimately density to support neighborhood corridors that we already benefit from in the close-in neighborhoods.

I recommend we allow this mix of housing type subject to scale throughout the city so that when the next subdivisions get built out, they have a more eclectic mix of housing also. And just as one history little bit, if you go back on the third page of this little handout, you look at the Ladd's Addition neighborhood and areas nearby -- that was all originally zoned multifamily. You could do anything you want there. And we have a whole range of mixes there. You also look at Laurelhurst, Portland's first suburb zoned single family. Even today, that is very expensive, beautiful housing that's not available to almost anybody because it's very expensive. Whereas in other parts of southeast and northwest also we still have those little companion lots. So, my hope is that as Portland looks to the next 20 years, we set the stage so that in East County we can have those small units, a mix of housing we already benefit from closer in.

Fritz: Is the term middle housing -- is that a national term, or did we invent it?

Spevak: It comes from a guy, Dan Parolek, in the bay area. It is not a defined term, clearly, but it represents the gap of housing between the large single family homes and the four-plus story apartments. And there's a lot of stuff in that range. So, I'm trying to say, maybe we should think about it. It's a useful term because it's missing, meaning people aren't building it nowadays, largely because zoning is for single family homes and four-story, but there's a lot of stuff in that range. And I'm not going to make a case that all that stuff should be available everywhere -- I think that scares people, appropriately. But there are areas where you can keep the scale of a single-family house and have more flexibility with what happens inside. Is that an answer to your question? I'm trying parse it because I think if you use the same word for everywhere, then people are afraid --

Fritz: Well, we had a discussion about calling it "middle density" housing. Because it -- otherwise, for non-wonks or non-planning geeks, I didn't know if it was middle income, I didn't know if it was middle density or middle of the block.

Spevak: I'm not really a fan of the name, frankly.

Fritz: So you wouldn't mind if we amended that.

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Spevak: I think that changing the name is fine.

Fritz: Thank you.

Maggie Tallmadge: So, this is in regard to --

Fish: Put your name in the record.

Tallmadge: Maggie Tallmadge, I'm with the Planning and Sustainability Commission on one hand and with the Coalition of Communities of Color on the other.

So, this is in regard to M74, Eastmoreland, and I'm pulling from André Baugh's testimony that should in front of you -- should have been submitted this morning.

Fish: Got it.

Tallmadge: I just want to reiterate that many members of the Planning and Sustainability Commission as individuals oppose downzoning this neighborhood for many reasons. We can look at City Club's recent affordable housing study and their opposition to downzoning particularly in areas like Eastmoreland.

But really what we want to ensure and what went in to the deliberation when we were looking at Eastmoreland on the PSC is that fact that on the Portland Plan and the Comprehensive Plan, we're looking at equal distribution of benefits and burdens. That includes density, that includes affordable housing. So, to downzone a neighborhood that frankly has a higher median income has a higher percentage of non-minorities, non-community colors than, let's say, neighborhoods like Lents -- to downzone that really flies in the face of the some of these principles that we've set forward. And we want to be sure that again, the full city is accountable and is carrying their weight on providing affordable housing that provides opportunities all Portlanders. We do not want to see a continued path of economic or racial segregation in this city. So, we really -- you know who signed on to that document, I don't have the full list, but I will be one of them. We really urge you to vote no on the amendment to downzone Eastmoreland, which is against what the PSC recommended.

Fish: Thank you very much. [applause] Hands, please -- no -- no applause. Karla, do you have the list from the last hearing? We're going pick up where we ended up, right?

Moore-Love: Right. And people who did not get to speak last Thursday should have signed in outside with the people out there. Right now, I show we have 22 people from last Thursday.

Fish: OK.

Moore-Love: We'll start with them three at a time.

Fish: If you're the next three, would you come down and congregate? We've got about 100 people we're gonna try to get to. We're going to try to move people in and out. Ladies, welcome. Thank you for your patience.

Diana Williams: My name is Diane Williams and thank you for the opportunity to hear me out today. I'm just an ordinarily person who lived in Northeast Portland for -- I was born in Portland, Oregon, raised in Portland, Oregon, and have grandchildren now in Portland, Oregon. I moved away quite some time ago but I'm here for the amendment M42.

I noticed when I came back from moving to Washington to Oregon in 2005 how much things have changed. Time waits for no one, I know that for a fact. So, by coming back over the bridge again, I heard that there was going to be a toll. And I said, oh, OK, I could support that. Let's go back to Portland back to my old neighborhood -- I'm talking to my grandkids, by the way. I said, OK, let's go down Mississippi Street and see where it is. I was raised on Albina Street.

From Mississippi all the way over to Martin Luther King, which was named Union Avenue when I was there -- how things have changed. Coming down Mississippi Street was like, oh, look over there. OK, the bowling alley is gone. That's a lot of buildings up there. You notice the skyline has really changed and taken off. So, I say to my grandkids,

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but look, there's a building that I know about right there that used to be a bowling alley and I used to climb on that roof right there and I wasn't supposed to and I could get in trouble. You know, I'd tell them the history and stories and their faces light up. You turn the corner and you get to Fremont Street. I went to Boise Elementary school from kindergarten to eighth grade. I kid you not, coming past that school, just that school alone, seeing their faces light up -- I'm getting emotional -- seeing their faces light up, seeing my face light up after being gone for 18 years -- kind of saddens me a lot.

Fish: Fifteen seconds.

Williams: Kind of saddens me a lot. But I get down to the street where lived down in Albina and take them down that street and I go, oh, the house that we lived in -- it's remodeled but still there. You want to see what the alley looks like? So I take them to the alley, get to the alley, drive a little further. We get all the way to Williams and Vancouver and I'm going, whoa, I don't know anything about this. So my thing is, if you could just give the neighborhood a little rest -- [laughter] [applause] -- because it's coming pretty fast --

Fish: No applause, please.

Williams: I'm sorry -- not just for me but for my grandkids too.

Fritz: Ms. Williams, just to summarize -- you're opposed to the amendment M42.

Williams: Yes, very much.

Fish: Thank you for your perseverance and coming back. Welcome.

Carolyn Tyson: My name is Carolyn Tyson, I'm the pastor of the Open Door House of Prayer and I want to just recognize the presence of Council and all the Commissioners.

What I'm here today is concerning the proposed change number 1514 and number 1471 and amendment M42. The Open Door House of Prayer has a constantly interest in the proposed change. The church bears the brunt of the change conditions. Open Door House of Prayer stands directly adjacent to the proposed change.

The church was built in 1916. It's 100 years this year. The church is historic and has cultural value to the Boise-Eliot neighborhood in question. Open Door House of Prayer was established in 1962. We have served the needs of the community over 54 years. The community will stand to suffer damage and overdevelopment. This will diminish the now livable neighborhood.

We have concerns on N Fremont -- and this is where we're at, we're at 348 N Fremont. Fremont is a local street. I have concerns, we have concern about the emergency vehicles and public transportation going east, going west -- the hub is Fremont. It can go to the southeast Portland, it can go to Good Samaritan, Emanuel, OHSU. [beeping] It can go to the beach, it can go city center. And what we look at it's that right in that area --

Fish: I have to wrap up, I'm sorry.

Tyson: Thank you. So what we're saying, we have seen the changes we let -- and we do not want to overuse the useable.

Fish: And we have you down as no to M42 again. Thank you both very much.

Nancy Matela: I'm Nancy Matela. I'm here to discuss S21. I own the property at 1535 SE Alder in Buckman. It is two 5000 square foot lots straddled by a 7000 square foot house. Each lot is zoned R5, one of which is a corner lot.

The building was built in 1898 as a single-family dwelling and is considered architecturally significant. It was converted to a triplex in the '70s and later grandfathered in because it's nonconforming in an R5 zone. Five years ago, I added a rental unit in the 200 square foot basement of this building but was told by the City I had to take it out because the 10,000 square foot property could not have four units.

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As an aside, two years later, a 30-unit building was put in one block from me on a smaller lot. Yes, it is zoned for commercial. I'm right up against it. After I was forced to take out the offending unit I filed a an official right to change my zoning.

After I was forced to take out the offending unit, I filed an official request to change my property zoning from R5 to R2.5. I was told it would be taken up with the Comprehensive Plan process and so I resubmitted my request to the City Council last fall. I researched my immediate neighborhood and realized my property wasn't the only nonconforming building: 40 percent of the R5 properties in the neighborhood actually are used as R2.5s and R1s. I then realized my testimony shouldn't focus on my property but should request the conversion of the whole neighborhood to R2.5 allowing the density closer to downtown. I realize I'm running out of time. I'm going drop down for a very important paragraph.

I realized all of my neighbors were asking that R5 be kept and I was the only one asking for R2.5. I decided to call them and meet with them and find out what we could come up together with. And this is a really important thing, face-to-face with people. I think that we have found something that can work and that is talking about this middle thing that's happening --

Fish: Nancy, I have to ask you to wind up. We have your written testimony. It's very clear at the end what you're asking for. It'll be made a part of the record.

Matela: If you can do the alternatives on duplexes and ADUs, we can make it work. Otherwise, there will be a lot of unhappy people. Thank you.

Fritz: Just so that everybody's clear, my amendment is pretty much to say what you just said -- recognize the mosaic of what's in Buckman and respect what's the built environment there. So, your amendment to allow every R5 lot to be converted to a duplex is desired every duplex to have at least one ADU -- I think that's a very creative solution. Thank you very much.

Fish: If you're in the queue, go ahead and come down here and let's take the front seats here so we're ready to plug you right in. Who'd like to start? Ma'am, why don't you kick us off?

Charlotte Joshi: Oh, great. Is there a button?

Fish: No, no. Just don't push his button. I'm kidding.

Joshi: I'm testifying about the proposed extension of the campus zone, S16 measure between Boone's Ferry and Terwilliger.

Fritz: Tell us your name for the record, please.

Joshi: My name is Charlotte Joshi and I'm testifying because this is something that has already been extensively researched in 2009. The campus has already tried to build buildings and already tried to extend their baseball field. There was extensive testimony and it was found that it was not feasible. I want to you look back on that record. Lewis and Clark has now -- this is a new guise for the same issue. And I want you to understand that the findings that the hearing officer were absolutely correct and based on transportation.

The lay of the land is very hilly, there are not very many ways to get to Lake Oswego, and both the -- where this property lies is in a fork that goes to both Lake Oswego. It's heavily traveled, it's already at failure, it would be a nightmare to have more housing there -- which is what the college originally planned to do -- and more traffic. If you add pedestrian to the mix, it would be disastrous. It would block traffic for miles. It's really not feasible at all and I don't understand why it's in the plan.

Fish: Thank you very much. Sir, would you like to go?

Prakash Joshi: My name is Prakash Joshi and I live in the Collins View neighborhood, and I am the transportation chair for the neighborhood. I'm here to oppose S16, the

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amendment as proposed. My issue is something that goes particularly to transportation, and I wanted to take you back through history just a little bit.

The history of this intersection is for 20 years, we've been asking PBOT -- and it used to be PDOT, I think -- and we've been asking for a long time to do something about this intersection and nothing's been done. Now we're in the Comprehensive Plan for 2035. We don't know where we stand with that. But we do know one thing. The traffic there is really bad. And the college has a very big -- incidentally, I'm an alum of this college and I love this college and I live in this neighborhood. We've lived there for 37, 38 years. The college has a traffic demand management plan and the City approved it, but they haven't lived up to this plan.

It used to be that they used to provide the figures and numbers and tracking of what was going on at the college. We're tracking in the neighborhood, and it's up 16 percent this year alone. Last year, it was up 20 percent. So, we're over 30 percent over the traffic they say they would like to control. And they need to do this. The history of this property is that this property was designed when it was bought by the college. The college came to the neighborhood. We asked what they intend to do with this property. They told us professor housing, it would be in line with the homes and houses that are there.

Subsequently, nine years ago, they applied for a 250-bed dormitory in this area and a 250-car garage. What was really missing here was -- the hearing officer did catch this -- the rationale for the car garage was that it would reduce traffic because since people live there don't go with cars there. People do live on this property today -- the same people they are hoping to live, law school students -- and these students go all over the place. They come and go, they're just like families.

What I'm here to say is this is a very bad proposal coming through a channel that should not consider it in this manner. And it should be considered with the community as it was before because there's more than just having this thing go through. Thank you for your time.

Fish: Thank you very much. Sir, you're up.

Joseph Albert: Thank you, Commissioners, for this opportunity. My name is Joseph Albert, I'm a Northeast Portland resident and I'm here to speak in support of amendment TSP 40116. This amendment concerns the relocation of a current City-designated bikeway from NE 7th to NE 9th. Passing the amendment would keep the bikeway on 7th.

This is an active bikeway used 24/7. Middle of the night even -- bicycles using this bikeway, a very heavily used bikeway. The comp plan is calling for upgrading bikeways to major city bikeways or greenways, and there was an idea that maybe this should be relocated to 9th. A number of organizations such as the Bicycle Transportation Allowance, the Irvington, Sabin, King, and Eliot neighborhood associations are opposed to this change, and the reason is it would be an inferior bikeway.

There is a hill between Knott and Siskiyou. There's also a hill going over Irving Park. A new path around the periphery of Irving Park would have to be built. It would go across the outfields of ballfields where children play organized baseball events and soccer events. There will be new signals to cross at Fremont, Prescott, and Albert. These would impede the east-west traffic on those streets that already heavy traffic at rush hour, especially Fremont. And moreover, it would cost an extra million dollars to upgrade 9th to a major city bikeway in lieu of 7th. By keeping it on 7th, that's a million dollars to spend on other transportation priorities in this time when transportation dollars are scarce and we're asking for a new tax for that purpose.

For these reasons, I really would ask for your support of amendment TSP 40116 to keep the bikeway on NE 7th. Thank you very much.

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Fish: Thank you very much, sir. Welcome. Sir, why don't you kick us off?

William Henderson: Sure. My name is William Henderson, I'm CEO of Knock Software, Incorporated in Portland, also a member of the Portland Independent Chamber of Commerce. I'm here to testify against proposed amendment P11 --

Fish: Against what?

Henderson: Amendment O11. This is regarding Portland's open data policy, effectively making it moot. I've heard quite a bit of testimony about this and this is coming at a time when there are a number of important issues on the table, so I want to clear up something I think there's confusion about.

Why is this relevant to the comp plan, which is about land use and transportation? Today, we think about transportation mostly in terms of concrete and where we put paint. But in the future, transportation is really going to be about data. So, we're planning right now for a massive expansion of transit, of car and bike sharing, of self-driven and app held vehicles, and these are fundamentally about the data behind them. What else is Uber cab, after all, but a bunch of drivers and riders with a powerful database connecting them? So, this is all sort of heady stuff, but I want you to imagine a future which increasingly we're seeing where companies that are innovating with our share infrastructure, producing proprietary locked-up data. Do we want this to be our future?

If you have trouble imagining this future, look instead to our past. In 2005, TriMet became the first City to adopt the open GTFS standard. Thanks to that, we now have active and accurate with schedule and route information available to everyone. This openness has helped countless companies -- including Portland's own Globe Sherpa -- innovate and has led to a much better transit system. It's smarter and more effective. It could have easily gone another way. This was just some individual citizens advocating for this to be an open standard.

My company, Knock Software, makes tools for city planning, and we leverage these kinds of open data sources. We believe the data should be open, but we face the kind of prisoner's dilemma here, which is we want to make the open so our competitors can potentially use it, but what if they do the opposite? What if they lock us out of their data? We have no incentive to open the data, even though this is what we want to do. That's why it's so important that the cities adopt these policies. They're the only ones that can level the playing field and lead to much more innovative and effective transportation systems. Thank you.

Molly Anderson: My name is Molly Anderson, I reside at 1655 --

Fish: We don't need your address, that's OK.

Anderson: Oh, OK. Thank you, Commissioners, for hearing my system today. I'm here because I oppose amendment M35 in the comp plan. This is the amendment proposed by an Alaskan land management and development company, Brummel Enterprises, to upzone several properties in Sellwood with disregard to current residents and infrastructure of a neighborhood.

The property I'm most concerned with is located directly next door to my home at 1655 SE Spokane Street with a request to change zoning from R2.5 to CM2 mixed use commercial. This beautiful hundred-year-old home is currently a rental property housing upwards of 11 people belonging to a neighborhood church organization. It plays a role in affordably housing residents that contribute to the economic diversity of our neighborhood. We're just up the street from a care on busy 17th Avenue. Like all of the main thoroughfares in Sellwood, once you turn off 17th, the busyness drops away and you're on a residential street of single-family homes. Young children run back and forth between the houses and neighbors talk to one another. It's a large part of why I chose to make my family's home here.

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The threat of a four-story apartment building and retail space looming over my single story house causes me great anxiety. Not only does it raise safety concerns for my children and threaten to break down community on my street, it would block light to my backyard where I grow a large portion of my family's food. Street parking is currently at capacity. I enjoy being able to walk to the many businesses and restaurants along 13th and 17th Avenue, but would never have bought a house next to a commercially zoned property.

Brummel Enterprises claim they want the neighborhood to be involved with the process. They did not make their request known to me, and I own the house next door. I found about this amendment via social media. When I went door to door in my neighborhood to raise awareness, no one else knew it was happening, either. I did not find a single person in a two-block radius that was in favor of up zoning. After attending a SMILE land use committee meeting and hearing of their opposition to M35 and their lack of faith in Brummel Enterprises, I know this company is not to be trusted with the future of my community.

There are apartment buildings going up at break-neck speed in Sellwood. I urge you to allow for the area to be fully developed as zoned to protect the integrity of the neighborhood. Thanks for your consideration.

Fish: Nice job getting through the whole statement in two minutes.

Anderson: I practiced.

Fish: And we have the written. Thank you very much. Sir, you're up.

Milton Lankton: My name is Milton Lankton. I live at 1801 SW 61st drive in the Sylvan area. I'm opposed to N14, an amendment to the proposed Comprehensive Plan applicable to 6141 SW Canyon Court. This rump proposal amendment conflicts with the proposed -- the planning staff, the planning commission, it conflicts with the Sylvan Hills neighborhood association, it conflicts with most of the people in the area -- everyone that I know of -- except the owner. The owner bought a house in R20 fully developed area. Paid too much for it. His wife didn't like it. So, he tried to get his mother-in-law to move into it. She didn't like it. So he rented it for several years, almost 10 years now, and he had a tough time getting the rent to justify the price he paid for it. So now, he wants to have a rump proposal of downzoning to R5.

I'm familiar with and accordance with downzoning when it's appropriate. I think we need multifamily, I think we need smaller houses, less expensive houses, but you don't do that in a fully built-up neighborhood. This is a dangerous street. SW 61st Drive is the real address. He has a retaining wall that's about 18 feet high that prevents him to have any access to SW Canyon Court. That is a very -- SW 61st drive is a very steep ending of the thing. [beeping] And the driveway is very steep. Each of my kids have gotten hit with bicycles in front of my house, which is next to his house.

Fish: I'm going have ask you just to wrap up. We have you clearly as --

Lankton: The neighborhood association is opposed, everyone is opposed except the person who wants to make some money on it.

Fish: We have you as no on N14. Thank you.

Myrria Quintana: Hi there, my name's Myrria and I'm here to oppose amendment M33. This is regarding the industrial overlay that goes over the Broadmoor golf course and also neighborhoods that surround it. T

There's over 57 acres of wetlands that would be developed if Broadmoor were to ever sell, whereas just down the street you can find lots that are open and have not been developed. And it looks as though those places would be just as fine as we could keep Broadmoor as what it is currently -- I'm sorry, I'm very nervous.

Fish: By the way, you're doing a great job.

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Quintana: Thank you. Also, the residents in that neighborhood that lines up with the golf course are really concerned about the problems that would arise with industrial overlay. As a resident myself, we are lined up against the Buffalo Slough, just south of the Columbia Slough, and we every day we get to see wildlife which has -- despite years and years of industrial pollution -- survived and flourished. It would be a shame to see all of the work that the City of Portland has done go to waste by having this industrial overlay and having the plan for that part of Portland become industrialization. We are already surrounded by that and it's still amazing that there is wildlife and that we can still have such a dynamic environment through there. We have industrial, we have the slough, we have all of it, and it would be nice to keep it that way for the foreseeable future.

Fish: And could I get your full name? It's Myrria or Maria?

Quintana: Myrria Quintana.

Fish: Thank you very much. Welcome.

Lorraine Thornton: My name is Lorraine Thornton, I live at 735 N Fremont. My testimony for amendment M42.

I've been living in Boise-Eliot neighborhood for almost 10 years and I've seen streets redesigned, which I feel made it worse; traffic lights which seem to be on every corner causing more dense traffic; high-rise buildings replacing the trees, allowing the fresh air to be stagnant. More traffic, noise from construction workers, car alarms, combustion, and pollution. There are restless nights and days because the area just doesn't shut down. There are areas like a church and elementary school that makes the neighborhood. These places are my neighborhood, my community. There are children that attend the Boise-Eliot Elementary, and how do we protect them from this influx of traffic? Crosswalks and school signs are seen when the school is in session. But what about when it's after school, summertime when children are in the streets or in the yards? How do we protect these innocent lives then?

The neighborhood is looking more and more like an industrial area than a peaceful family neighborhood it once was -- oh, gosh, I got nervous now, why? Adding more buildings in an already-crowded area will just add more issues of safety and parking. Who will benefit? Surely not the poor individuals. I do not see this as an equal balance when the poor are subjected to a high-price grocery store and a vast amount of condos and apartments erected around us. This expansion allows gentrification which in turn allows the possibility of displacement of human beings and animals, if any. For those reasons, I oppose the amendment. I ask that my plea to save my neighborhood, my community from more gentrification will not be unheeded. Thank you.

Fish: Thank you very much. Welcome, sir.

Greg Winterowd: My name is Greg Winterowd with Winterbrook Planning. I'm testifying on item F83. We represent Run Our Dream LLC, who is the developer of the YMCA building, which was just approved for use by Under Armor Corporation as their regional headquarters. We are concerned about the proposed amendment from mixed use urban center to mixed use neighborhood because we don't believe we meet the definition of a local serving commercial use. We are definitely a regional use that belongs in the urban center designation. I have submitted written testimony that goes into more detail. I will now also reassure you that we are working with the neighborhood association on this project. We met with them last night, and we are having good results as a result of those discussions. I will close my testimony in the interest of getting through this quickly.

Fish: Thank you for your detailed testimony, sir.

Fritz: Just to clarify, the current redevelopment is being done at the current zoning, correct?

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Winterowd: It's being done at the current zoning. We are proposing a fourth floor and have a design advice, which would not be allowed by the current zoning, which is why the mixed use urban is important.

Fritz: You want only one more floor, you don't need three more floors?

Winterowd: No, we need one more floor. Correct.

Fish: Welcome.

Erwin Bergman: Thank you. Welcome, Commissioners, my name is Erwin Bergman. I am a long time member with the Columbia Slough Watershed Council. There will be a redundancy here in my testimony, but I think as a true believer in the Columbia Slough I think it should be appropriate. I'm here to share my concern and strong opposition to amendment M33, the proposed upzoning of 57 acres of the Broadmoor golf course to an industrial designation.

It would be a very unfortunate if not tragic event for all the people of Portland to lose one of its vestiges of nature and its past. The majority of site is within a designated environmental overlay, an area of city the City recognizes has highly significant resources and functional values. The entire site also ranks as high value on the regional natural resource inventory.

The site is bordered on three sides by waterways and wetlands, including Columbia Slough, the Catkin Marsh wetlands, and the port mitigation and enhancement parcels. The site contains more than an entire mile of riparian habitat. Eliminating the site will leave the surrounding habitat fragmented. It is one of the most important wildlife complexes on the slough. The site also has a most impressive stand of massive trees, including large giant sequoias -- just like the ones the Southeast Portland community fought to save. How about Portland, the city of trees, to cut or to treasure them?

Analysis by the industrial health work group and the Planning and Sustainability Commission indicates that designating the Broadmoor parcel is better suited as open space and habitat than industrial land. It does not offer significant job potential. Terrain features together with its very extensive ENZ zone will make necessary infrastructure placement extremely challenging and expensive -- [beeping] -- and I guess I --

Fish: Thank you very much.

Bergman: Thank you.

Fish: Ma'am, why don't you go ahead?

Martie Sucec: I'm Martie Sucec. I'm here about amendment P45, is it? You know the one, the middle housing one. I hope I have time to make a comment on another amendment that was spoken to earlier.

I'm not against middle housing, I'm against this amendment for a couple of reasons. The first important thing is that we could have a lot of middle housing if we required some ADUs be developed on some of the lots that we're demolishing houses, but that's another matter we don't seem capable as a city to address. The two reasons I'm against this is that this whole process has gone on for two years, but this amendment with significant implication has come up in a month. And it has not gone through the public process it should have gone through, and for that reason I request that the record remain open and that the public gets to address this as much as, for example, the City Club. And there are tens of thousands of us who aren't in the City Club. Many of us would be asked to leave if we were. [laughter]

The other reason is the problem I have with this is not that I'm against middle housing. I'm against this applied zoning that would allow within a quarter of a mile of designated centers where appropriate and within the entering of the central city. That's fine. But doing it through the zoning code -- we have no certainty about what our neighborhoods are going to look like. This could easily result -- despite what the City

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Planning bureaus say, despite that, we're not going to get adequate public input on that, and you know it. We're going to have the zoning code apply, and we're going to have a mosaic. We're going to have things that are norms and standards that those professional planners used to oppose. They are anathema to it. We're going to have a big mess and we're going to have a lot of angry people and we're going to have a lot of lost trees.

The second thing I'd like to say is that I support the up zoning of Eastmoreland. I'm from Multnomah. If you do not up zone it, you put all those trees at risk because of the 5000 square foot lot exemption in the tree code. And this whole thing is revealing --

Fish: I'm going to have to ask you --

Sucec: -- this flaw, Commissioner Fish, that these things collide. One of the goals of the Comprehensive Plan is preservation of the environment. The tree code also tries to protect trees. The 5000 square foot lot exemption is going to take down a lot of trees, and we don't need -- somebody said we all need to bear the burden of this. That proves that they think density is a punishment. I don't think it's a punishment.

Fish: I'm going to have to ask you to wrap up.

Sucec: I think we need to have choices in our neighborhoods. Thank you for indulging me. See, I'd be asked to leave, too. [laughter]

Fish: You are always welcome, as you know, in this house. Sir?

Mike Connors: Thank you, Commissioners. My name is Mike Connors. I'm here on behalf of Hayden Island Enterprises, they are the owners and operators of the Hayden Island manufactured home park. I'm here to testify with respect to amendment P48. That's an amendment that Commissioner Fritz sponsored and it was an amendment that was proposed in response to comments we made back in November of 2015. We support the amendment. We very much appreciate Commissioners' sponsor it. However, we are asking that the commission consider more specific language. And really -- this is in a letter I've submitted to you today.

Really, the issue comes down to this. The amendment has very general language about facilitating replacement and alteration of manufactured homes within an existing manufactured home park. Our more specific issue is that our park is a recognized nonconforming use. In a typical -- it's because it doesn't comply with the current development standards. In a typical nonconforming use situation, if an owner were to replace, remove, or significantly alter a structure, it requires the entire site be brought up to compliance with the current development standards.

As you can appreciate, a manufactured home park is in a unique situation because there are more temporary structures there. And so, my client wants to be sure to the extent homes are removed and replaced, that's not going to trigger a requirement. This is an issue that prior to my representation of my client they went through and got a letter from the City recognizing or acknowledging consistency with our interpretation. [beeping] We're asking to you adopt a formal policy because when my client goes through financing, for instance, a letter from the City Attorney's office doesn't -- isn't as valuable as much as an actual official policy in the Comprehensive Plan.

Fritz: Just to clarify -- the policy that I've proposed in the Comprehensive Plan would allow this specific language that you've presented to be put into the zoning code. It goes in the zoning code but not in the Comprehensive Plan.

Connors: That's great. If that's what you're willing to do, we're OK with that whether it's Comprehensive Plan or zoning code.

Fritz: OK.

Fish: Commissioner Fritz has been following this issue probably the closest of anyone on the Council. The magic of your client's property is it's not just the manufactured homes, it's the locations for people who can temporarily live there -- a construction foreman, someone

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working at the circus or whatever to get a lease space, plug in, get services. We're not proposing to do anything that prevents that from happening going forward, are we?

Connors: No. Really what it amounts to is, what happens when a home is removed and embraced a new home? There's an ambiguity our question as to whether that triggers the entire park to brought up to compliance with different standards.

Fish: I'm sure we'll look closely at that. Thank you.

Jenny Boyce: My name is Jenny Boyce. I'm here in regards to the notice I received about my area of Portland, M45, being rezoned for high density residential and mixed use buildings. It's the area between NE Halsey, Highway 84, 57th, and 63rd. And it's very different than north of Halsey -- economically, diversity-wise. I bought my house in 2011 at the end of the crash and didn't make a lot of money. That's the only way I was able to buy it. If I sold it now, it would only be worth \$200,000 and I couldn't buy another home in Portland. This is the case for a lot of people in that area.

I love my little neighborhood. It's made up of working class families, racially very diversity, age-wise very diverse. It feel like the Portland that we're losing so quickly with all the development and that our culture of Portland is becoming more middle class, hipster, white -- which I am, and there's nothing wrong with that, but I love diversity as well. And I get the density is important. I believe that it's a design for a more ecological healthy city, but I also see diversity of class, race, age, etc. as necessary for a healthy city.

I received the notice a month ago and so I walked around my neighborhood and handed out a flier about it and talked to several people who didn't know about it and weren't very enthusiastic with those changes. Some people were -- some people are excited about selling their house -- but most weren't. And most people would be displaced, would not have another place to go. I talked to a woman who lives in in a four-plex apartment building -- [beeping] does that mean I need to stop?

Fish: Wrap up, yeah.

Boyce: Who's been there four years, it's a rental. She's an older woman. She would have no place to go. I think we can be more creative than this. Instead of displacing people -- it's a creative city, we can figure this out ways to do it -- I don't have those ideas -- so that people aren't displaced.

Fritz: I'm not clear, I'm sorry. Do you support the amendment or you don't?

Boyce: I don't.

Fritz: OK, thank you. And I understand the reasoning.

Susan Karr: My name is Susan Karr and I'm here to oppose M45 in Sellwood, the rezone on SE 17th and Sherrett. I live on SE 16th, 8412, around the corner from the block that is in question for the rezone.

There are a number of properties that the Brummel Enterprises has requested. It seems like they're on somewhat of a fishing expedition to rezone a number of different properties. And when we heard at the March 30th SMILE land use committee meeting, the agent for Brummel had no specific details about what they wanted to propose. It was very vague language of a four-story building that would be very nice and to trust them.

Sherrett is a very small street. Even living on 16th, we do not use Sherrett because it's harder to get in and out of. Our neighbor across the street is the Sellwood middle school playfield, so we're very aware of the ins and outs of the traffic with the playfields and all the sports teams that use the playfield. Plus the fact -- you probably are well aware -- there's just a lot of traffic with parents that a school generates, and 16th being away from the main part of the school receives a lot of parents waiting for their children and they have to access 16th from one direction or another and usually it's either Sherrett or Harney on the either side.

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The Brummels are also an out-of-state developer, which was pointed out in earlier testimony. No one would stand to benefit except the Brummels. Sellwood has a number of different apartment buildings already in appropriately-zoned areas. Sellwood also is increasing its density with a number of new proposed projects as well as when there has been current demolition at least in our part of Sellwood -- [beeping] -- a duplex or a triplex replaces the single family that had been there before. I urge you to reconsider on this one or not pass it through. Thank you.

Fish: Thank you very much. Now, we'll hear from Gabriella's father.

Joe Rossi: Thank you. Joe Rossi representing three families -- the gary, justo, and rossi families -- on amendment F72. First, I want to express my appreciation to staff being patient with me to help me understand the 2035 process and its goals and then to develop a plan that best meets that. The two primary ones that stand out to me are middle density housing opportunities and complete community, especially walking community.

I'm testifying in support of F72 with just one minor ask for a slight change. First, my support is on everything's been decided on the east side of 122nd. Staff shifted some of the density closer to Shaver Street on away from the neighborhood on the south. I think that was very appropriate. It's closer to the street and away from the neighborhood, so we welcome that. On the west side of 122nd -- well, first I want to point out how much R7 is on the map. We're just swimming in an ocean of R7 here. What we're really missing is enough density to support our neighborhood commercial, which is why it has never been there. So, I think this fits in within those goals, especially between the three school buildings -- elementary, high school, and middle school -- and the new parks which we're really blessed to have.

On the west side of 122nd, the thing we're asking for is to look closer at that R3 in the dotted line in the lower left corner. We have some R3 mixed with commercial corridor. I'd like to have that changed to all commercial corridor to better integrate the housing component. I kind of see a 50/50 mix there, and if we had an all-commercial corridor there, we could shift some of the density up above the commercial and I think we'd have a better project and something nicer.

Fish: Thank you very much, Joe. So, we're going to call three more people. Just a time check. Because we have over a hundred who signed up, I think it's increasingly unlikely we will be able to finish up today. We'll do another time check around 4:30. If it looks like still a big chunk of people left to testify, we may decide to suspend closer to five and then just put people on first at the final hearing. But we'll play it by ear. Karla, the next three, please?

Moore-Love: [reading names]

Fish: OK. Why don't we take -- who are we missing? Ma'am, why don't you get started?

Susan Stringer: My name is Susan Stringer, I'm a resident of the Eliot neighborhood. Thank you for the opportunity to testify on the amendment TSP40116 in support of the proposed greenway on NE 7th Avenue.

For many years, neighbors on 7th Avenue have seen a lot of unsafe traffic behaviors mainly from frustrated commuters avoiding MLK. They are cutting through the neighborhood using 7th Avenue as their route, driving faster than posted speed limits, refusing to stop for pedestrians, and rarely yielding to cyclists. Currently, 7th Avenue is a de facto bike route. In addition, hundreds of pedestrians use this street, including children that attend Albina Head Start, King, and Irvington schools as well as others walking to take public transportation. Keeping all people safe that are using 7th should be a priority.

A group neighbors got together and realized that the BTA, Bike Loud PDX, Go Lloyd, the NE Broadway and Weidler Alliance, and King, Elliott and Irvington neighborhood associations were among the organizations that had the same vision as residents who also

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supported the greenway. It's exciting to see so many organizations and residents from very different backgrounds share this progressive vision of the future of 7th Avenue as they join to help plan the future of our city bikeways.

As a resident, I am grateful to be a part of this process. Because we want to make sure this was a process where everyone is involved, our group held three different community events. Some of our neighbors are excited for the positive change, and some are concerned about the greenway design. Therefore, we are talking to pedestrians, cyclists, neighbors, and city residents to make sure everyone has a voice. We will continue to advocate for everyone's involvement because a greenway on 7th is everybody's greenway, not just for those who live on 7th. Included in our written testimony are supporting documentation including letters from neighborhood associations, signatures in support from residents, survey results, and a list of reasons why 7th Avenue is a support choice over 9th Avenue in addition to being half the cost, saving \$1 million of taxpayers' money. Thank you for your time and attention.

Fritz: Is the amendment is to move it to 9th?

Stringer: The amendment -- well -- we would prefer --

Fritz: If I agree with you, do I vote yes or no on the amendment?

Stringer: I've seen gunfight back and forth from 7th to 9th to 7th. So I think it's been moved to 9th and we would like to see it go back to 7th.

Fritz: Got it. Thank you.

Paulette Rossi: I'm Paulette Rossi and I am not talking about the property that Joe Rossi has been tracking through for years. I'm talking about my opposition to comp plan change 688 and comp plan change 290 which changes a current R3 multifamily middle density housing property to a mixed employment R5 single family zoning. The property is on Sandy Boulevard between NE 145th and 147th. It is vacant ground going south for 22 acres making the eastern boundary of the Argay Park neighborhood.

Argay is hundreds of R7 and R10 single-family homes and hundreds of apartments. The neighborhood needs the current R3 zoning of condos, townhouses, and duplexes. This property was originally zoned R3 in the 1960s by the forward-thinking Multnomah County Commission that reasoned that downsizing baby boomers would buy condos and their children would buy starter homes that were townhouses. Please keep R3 zoning. It is a spice of life to have housing choice, and it is a flavor that makes housing affordable. Thank you.

Tom Karwaki: Good afternoon, my name is Tom Karwaki, vice-chair of the University Park Neighborhood Association. I'm speaking not only on behalf of University Park Neighborhood Association where it has a sheet dealing with specifically F68 and N30100 and N30087, which we're all in favor of. Specifically, on the other side with North Portland neighborhood services headline, the land use group which is composed of the land use committees of these 11 neighborhood associations of North Portland neighborhood services and the North Portland neighborhood chairs have approved the following comments. Overall, we feel the City Council amendments improved the 2035 Comprehensive Plan recommended draft and we specifically opposed two BPS staff amendments P55 dealing with the harbor superfund, and P68 dealing with technology. We generally support almost all of the amendments. We suggest P45 to have some of P19's language, which would be some kind of zoning capacity so it's not the entire quarter mile, that it's somehow dealing with 3500 or something like that.

In conclusion, there's over 50 of these policies that we agree to and so forth. I'd like you to take a moment, close your eyes -- I know this is hard to do, but I thought I was going to do cleanup for the first group. The NPLUG and NPS chairs ask you to close your eyes for a second and think of what your individual amendments would do to North

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Portland. And we see a North Portland that has a variety of housing types and middle densities near centers that serve all people courtesy of all of you, houses that are affordable -- thank you Saltzman and Fritz, neighborhoods that have historic homes and resources preserved -- thank you, Mayor Hales, neighborhood engaged in land use and budgeting -- thank you, Commissioner Fritz, a PIR that serves everyone and those who remember Vanport -- thank you, Commissioner Fritz, a Hayden Island neighborhood center that limits heights and has a bridge at the Expo Center -- thank you, Mayor Hales, no fossil fuel export or regional distribution centers -- thank you, Mayor Hales, and a pedestrian-friendly Lombard Avenue and a Willamette bike boulevard courtesy of Commissioner Novick that doesn't have a convenience store on a blind curve. Is this what you see?

Fritz: Thank you very much. I just have a clarifying question. You said you oppose P65?

Karwaki: It was P55 and P68.

Fritz: P68.

Karwaki: P. It's policy 55 that dealt with the harbor super fund, which we preferred the citizens harbor advisory group. And the technology was we thought the wording made it so that you wouldn't have public investment for technology.

Fritz: Got it. Thank you very much.

Saltzman: Next three? Sir, we'll start with you.

Charles Tso: Great. My name's Charlie Tso and I'm here to speak in support of amendment P45 regarding middle housing. Middle housing can help address three of the city's most urgent issues right now, which is housing affordability, neighborhood preservation, and transportation access.

First, middle house can go add more affordable rental units. These buildings are shorter and smaller and can be built with lower construction costs, and these reasons make them significantly more affordable than your typical tall, concrete or steel apartment or condo structures we have seen a lot. And middle house can also make home ownership more affordable. The existing single family housing stock is becoming increasingly unaffordable for young families in Portland to buy their first home. Middle housing type of homes will offer families a fair chance to afford owning a home in Portland.

Second, middle housing offers a scale transition between the mixed use centers and corridors and the surrounding single family areas. Legalizing middle housing could reduce one-to-one demolitions by making it possible to add more units in existing houses rather than tearing old houses down and replacing them with larger and more expensive homes. These middle housing structures also have lower construction impact to the neighborhood in the area. So, by legalizing middle housing, Portland can grow in a smarter way and maintain some of the neighborhood characters that make Portland unique.

Finally, density is one of the most important factors making walkable, bike-friendly, and transit-accessible neighborhoods. Well-designed housing structures effectively add more density with a smaller footprint and enhance walkability, and this will support Portland's transportation policy and mode split goals by allowing neighborhoods to support active and green transportation choices such as walking, biking, and public transit. Thank you.

Howard Patterson: My name is Howard Patterson, and I co-own the house at 267 N Ivy Street. I'm an 18-year resident of Portland. I'm here to support amendment P45 and also to speak in strong opposition to amendment M42. North Fremont west of MLK is designated as a local street. The stretch of N Fremont affected by M42 featured a beloved middle school, a historic church, and two lots of affordable low density housing. The other structures are single family homes.

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There are a few empty lots awaiting development along N Fremont a couple of blocks west of Vancouver. Amendment P45 would suggest these lots be developed as middle density housing, adding density to our residential neighborhood without overwhelming its livable character, serving as a transition zone from a high density commercial Vancouver corridor to a more open landscape of single family homes further west and north. R1 in fact is how this region is zoned. Developing these lots within the limitations of R1 zoning is perfectly in keeping with P45's recommendations. However, due solely to the insistence of a single landowner, amendment M42 attempts to upzone these lots and a number of others to CM2, despite virtually no support and a great deal of opposition from the community, including opposition from some of the landowners whose property this amendment would upzone, particularly the Open Door Church.

This kind of spot zoning is not in keeping with the Comprehensive Plan and is likely to have detrimental effects on traffic in an area already troubled by increasing congestion on the safety of school children and other pedestrians and on the area's small scale residential livable. This landowner has presented no plan, not even a description of the project he intends to construct. Further, we have no idea of what might be built by future developers in the other lots he does not own that are also being upzoned. This landowner is a longstanding member of the local community and has been very generous to the community in many ways. But whether a developer comes from inside the local neighborhood or a distant city, a zoning change that opens the door to such unrestricted development seems unwise and uncalled for. Thank you. I have slightly more detailed testimony in writing also submitted.

Matt Ferris-Smith: Hi, my name is Matt Ferris-Smith. I live and work in Portland. I'm a renter here. First of all, I just want to say kudos to you all for sitting through all this before I start yammering at you. I don't know how you do this job. I sat at the meeting you had last week, three hours in a hot room. Kudos to you. Thank you. I just wanted to say that.

I'm here today because I strongly support amendment P45 regarding middle housing. I really wish Council would support this. I have heard both last week and this week a lot of concern around the process around this. And I empathize and understand that concern but, you know, you can't -- I think there is opposition to this, there will always be opposition to this, and as public officials, sometimes you have to make these hard choices and I think this is the right thing for Portland.

Middle housing I would say really strongly reflects Portland's values. We care a lot about livability and neighborhood character in Portland, and middle housing would improve both livability and neighborhood character through our city. Adopting amendment P45 would enhance Portland's livability and neighborhood character in the following ways. One, by improving academic success for lower income students because we know those students benefit from living in mixed income neighborhoods. Two, by preserving our nearby farms and natural areas because they are more likely to be remain undeveloped when we allow for more housing inside our city. Three, by reducing the need to get around Portland using a car because walking, biking, and transit become more convenient and safer when we allow middle housing inside our city. Summing up, academic success for all our students, easy access to natural areas, convenient and safe options to travel without a car. These outcomes reflect Portland's values, and middle housing supports them all. Please pass this amendment. Thank you.

Fish: Thank you very much. Karla, next three, please.

Moore-Love: This is the new list for who signed up today.

Fish: How many people are on this list, do you know?

Moore-Love: I don't know if I have the last page, but right now I have 84.

Fritz: I don't think there are 84 people here.

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Moore-Love: The first three, please come on up -- [reading names]

Fish: Welcome, everybody. Terry, why don't you kick us off?

Terry Parker: OK. Terry Parker. I'm speaking on P45. By calling for the addition of middle housing in single family home neighborhoods, it appears the density extremists and affordable housing crusaders have teamed up to destroy the village -- in their eyes, to save it. This paradigm would be equivalent to constructing 80-story buildings in the downtown Portland in the Pearl District. The whole idea of middle housing throws out traditional zoning that has been designed to protect the sanctity of Portland's diverse, single family home neighborhoods and tears at the heartstrings of the very neighborhoods people buy into for their livability. Street trees alone cannot replace green yards that provide outdoor living space for families and supply habitat for urban wildlife. The fence that extends across my modest backyard often doubles a freeway for the many gray squirrels that make my neighborhood their home.

As opposed to preservation, the middle housing concept opens the door as an incentive to demolish more and more affordable and quality single-family homes. Land prices increase significantly when more density can be added. Will new housing options be as affordable as existing starter homes? While internal conversions of existing large houses should be considered as a way to add density, cottage clusters do not belong in R5 zones and smaller lot size neighborhoods. Any new construction in single family zone family neighborhoods needs to fit scale and setbacks of existing homes nearby and must require one off-street parking place for each housing unit. Charging households in single family home neighborhoods a fee to park on residential streets in front of their own homes is contrary to affordability. Likewise, affordability is not continually increasing sewer, water, and garbage service rates and jacking up property taxes. Weakening zoning regulations must not be determined by profit-centered development interests. If the middle housing concept is to be considered, an extensive amount of community outreach and public response must take place decoupled from and not to be confused with the comp plan process before and if any implementation could take place. Thank you.

Mark Hofman: Thank you, Commissioners, I was -- oh. My name is Mark Hofman. I'm the director of development for Garden Commercial Properties, a subsidiary of our parent company Garden Homes. We are a New Jersey-based development group that have owned a piece of property in Portland for 30 years. I personally have been involved with that for 20 years. It is a property located on the corner of NE 122nd and Sandy. This is property that has been proposed to be classified as general employment, and we have before the Commissioners amendment 59, which would shift to it the mixed use corridor. I have submitted testimony previously in support of why we're asking for this.

Primarily, the highest and best use for this site is a mixed use opportunity going forward. It's been used for retail for many years. A mixed use corridor would allow the redevelopment of this site in the future in many interesting ways. Again, this testimony I've submitted shows that very clearly. It's our thought that the current manner in which this property is being used is underutilized. We admit that. But we see in the very near future an opportunity to revitalize that corridor with a mixed use zone.

As part of that, the types of projects we've done include -- we have a number of different avenues we pursue which include lifestyle centers which have components of residential, the flexibility to choose what type of residential might be appropriate for the community and meet the needs of the area. There's also something that I think would fit in well here, but the most important thing in my opinion is the retail use that's currently available is something that is very appropriate for the area. I worked with the DOT five years ago to set up that whole corner to facilitate the development and I appreciate your time.

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Fish: Thank you, sir, very much.

Peter Finley Fry: My name's Peter Finley Fry, I'm here as a planning consultant for Garden Homes, which as you know is located at 122nd NE Sandy. Speaking about amendment 59. The staff argued that the site is well suited for employment. It is not, in my opinion. Single users on large sites like this are very rare and do not happen very often. Multiple users do not occupy an isolated site. This site is not geographically connected to the Columbia corridor, separated significantly by Sandy and a large overpass.

Staff further assumes that employment wages are higher than commercial. This is also not necessarily true. A call center or bank office could happen on this side as employment use, but neither have very high wages at all. Multiple use commercial centers containing self-owned businesses, professional services, and managers all have higher wages and jobs accessible to the surrounding neighborhood.

So, what does the neighborhood need? The urban form map designates 122nd as a civic corridor. If you look at the maps, as we did, where the Safeway's are, where the Albertsons are -- none are around this neighborhood at all. The neighborhood does not have commercial services, no grocery stores. Portland's goal is to provide goods and services accessible to the neighborhood. We feel we could help do that. Thank you.

Fish: Thank you very much. Karla, the next three, please.

Doug Klotz: Thank you. Doug Klotz, I'm here to speak about the missing middle, P45. I support that. I heard the concerns from United Neighborhoods for Reform, Ms. Sucec and Mr. Parker. They seem to mostly support the concept but are concerned about implementation.

I believe that adopting amendment P45 now is the first solid first step toward providing more solid sustainable housing, adopting into policy the City's support for middle housing. Once that's in policy, then the future process will be to implement the policy, write the regulations, and that will come along with the neighborhood involvement that these folks are concerned about. This is just a policy, this is not zoning code amendments. So, this is the first step and I think we should do that now and send a message that we support this.

I also support -- I would modify the area of application mentioned in the amendment. Here's a map of it. Currently in the amendment, it covers areas within a quarter of a mile of designated centers and within the inner ring. I would add within a quarter mile of frequent service transit corridors, and especially at least a quarter mile around light-rail and BRT stations. Seems like, you know, that's indeed where we want density in any form.

I also support zone changes crafted by BPS planners and supported by the Planning and Sustainability Commission for two areas in inner southeast. The proposed zone change from R5 to R2.5 between Stark and Alder and 15th and 20th is a conservative approach. I appreciate the Mayor's and Commissioner Fritz's work on that alternative proposal, but I think it's unnecessarily complex and confusing compared to the simple zone change to R2.5 which will have a similar effect. The area east of Lone Fir between Belmont and Stark and 26th and 30th is already higher density than the previous one. Staff went through this lot by lot, carefully crafted a zoning pattern, and I think we should support that. Therefore, I oppose Commissioner Novick's proposal no. 2.

Fish: Mr. Klotz, thank you very much. We do have your written testimony so, thank you. Welcome.

Laurie Kovack: Hi. I'm Laurie Kovack. I'm testifying in support of Commissioner Novick's amendment number two in his memorandum dated April 12th, 2016, which would leave the zoning unchanged between SE 26th and 30th and between Stark and Belmont, excluding the area north of Belmont proposed for mixed use.

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The area is question in currently zoned single family 2500 and 5000 and was proposed to be changed to multifamily 1000 and 2000. The comments I heard from the planning staff in support of the proposed zoning change is that the area has an existing mix of housing types and that there's a potential for affordable housing in the area. I think the residents of the area are being treated unfairly by the way these justifications are currently proposed to be implemented. The issues of a mix of a housing types and a need for affordable housing are equally true for many parts of Buckman, Sunnyside, and Kearns. If the principles on which the proposed zoning change are valid, they should be discussed and implemented in the neighborhood or a citywide change of zoning standards, not by picking on a few households.

Changing our zoning now would be unfair. Our neighborhood should be able to participate fully in the concepts developed by the residential infill project and particularly in the discussion of middle housing, which I support. We currently have a vibrant mix of single family duplexes, triplexes, and some larger multifamily residences. What makes the mixed work is the scale of the buildings, few of which are over two stories and most of which meets single family setbacks. The proposed changes would allow currently conforming single family homes to have four-story apartment buildings constructed immediately adjacent. The scale of the buildings that would be allowed outright in the proposed zoning do not belong in an area with historic single family residences This change is too extreme for an area already providing a variety of housing of the types the City is hoping to encourage. Please adopt Commissioner Novick's amendment to leave our zoning unchanged. Thank you very much for your consideration.

Sam Noble: Good afternoon, Commissioners. My name is Sam Noble. I own a house at 710 SE 26th Avenue in Buckman neighborhood. I'm here today to support P45 middle housing and oppose amendments S20, S21, S22, which reject the PSC recommendation for Buckman west of 20th Avenue. I oppose the proposals described in memos number one and number two from Mayor Hales and Commissioner Novick on April 11th and April 12th.

Changes in Buckman to the west of 20th are minor, but as part of the Comprehensive Plan where many neighborhoods are zoned to grow just a little, this is important. As a lesser point, the R2.5 designation allows roof lines to rise an additional five feet and this is can critical in an area where many older buildings need new foundations that are only financially justifiable by building ADUs and new daylight basements.

My house is east of Lone Fir Cemetery. My immediate neighbor to the south is zoned R2.5 but my similar house and lot is zoned R5. The PSC proposal would normalize the zoning in my area in a fair way. Remember, five feet higher to the south. I love the idea of bonus density overlay, especially one that can bring existing multi-units into conformance, but I can't support the Novick/Hales proposal for two reasons. One, it ignores the reality that some old structures are going to be redeveloped, especially those that are smaller and less valuable on 26th Avenue. And two, design review is expensive and uncertain, undermining the bonus value will lose housing capacity. We need prescriptive standards.

You've heard lots of support today for middle housing. Missing middle development is mostly attainable on R1 and R2 lots, and higher density zoning is a meaningful way to compensate property owners who are suddenly adjacent to intense commercial development on corridors.

To conclude, the area east of 20th is adjacent to a town center, has adequate parking, and frequent bus service. The streets lack consistent historic architecture and there are few historically significant properties. So, I want to end my testimony with a question for Council: If you won't zone for the missing middle here, where today's density

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is already higher than proposed and that same proposal didn't galvanize a small army of bright yellow T-shirts to provide sincere and compelling opposition, where can you actually support it?

Fish: Thank you very much. Welcome.

Cary Watters: Thank you. Good afternoon. My name is Cary Watters, and I act as community engagement manager at the Native American Youth and Family Center. I come before you today on behalf of Anti-Displacement PDX, or ADPDX, a coalition of community-based organizations that as you know ends to aim displacement in our city. ADPDX has worked with City staff, the Planning and Sustainability Commission, and City Council for over a year to develop and advance equity principles in the comp plan.

As you know, improvements in vision to Portland's neighborhoods throughout the comp plan will inherently lead to higher property values. Without proper mitigation of these pressures, development excludes and isolates many longtime community members, disrupting our sense of place and belonging. The policies we successfully advocated for in the comp plan provide a framework to ensure development benefits rather than further burdens those that have suffered in place throughout times of abandonment and disinvestment. Thank you for including these policies in the draft plan.

In the meantime, we are here today to weigh in on the proposed amendments. Reinforcement of exclusionary practices like the proposed downzoning in Eastmoreland will only further raise income segregation and is, simply put, bad policy. I speak to you today in my professional capacity but also as a lifelong invested Portlander to support amendment P45 middle housing.

Last month, our landlord found a buyer for the old Buckman middle housing where my family has lived for the past six years. We don't know the implications for this, but our housing crisis couldn't be more evident as we peruse Portland's staggeringly limited rental supply. We oppose amends S20 and S21 in the Buckman neighborhood that down designate significant blocks along Morrison Street that have potential for higher densities to support more housing types and affordable options for renters such as myself to stay in the neighborhood. We are confident that you will seize this opportunity to make Portland an equitable and inclusive place to live over the next 20 years and for the seventh generation. Thank you for your support and consideration.

Fish: Thank you. Nick, why don't you --?

******:** We've got a different order, thanks.

Fish: OK.

Carol Chan: Hi, my name is Carol Chan and I'm a staff with APANO as a Chinese organizer associate. We oppose the downzoning of Eastmoreland neighborhood, which can be part of a citywide solution to end displacement. Specifically, we oppose amendments M74, M75, B88 which would down designate the comp plan map for the Eastmoreland plan district and other areas of that neighborhood. We agree with both Bureau of Planning and Sustainability staff and with the Planning and Sustainability Commission that Eastmoreland should stay at the draft plan designation. Those who are opposed to down designation, please stand up.

Fritz: They're already standing behind you.

Chan: Addressing displacement requires making equitable policies on both sides, allowing for access to high opportunity neighborhoods while investing in people and places like East Portland. It's also important to make a distinction about the downzoning of areas like Powellhurst-Gilbert that bear the brunt of overcrowding schools that are in great need of investment and infrastructure, transit service, and high quality housing. Eastmoreland is a very different story.

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Into the next 20 years, we must ensure that families have better housing opportunities, also paying attention to neighborhoods like the one I work in. I've witnessed families at an apartment complex in East Portland struggle making ends meet to pay their monthly rent. Many tenants are afraid they'll be forced to move. Moving is stressful and means they're forced to leave their current support system, friends, other families, and services they are familiar with. Families are living with excessive mold, floors crawling with cockroaches. The landlord does repairs to beautify the apartment complex until midnight and pays no attention to horrendous living conditions that families endure. Some families won't ask the landlord for repairs, afraid of retaliation and even eviction. I've already seen signs of this happening. The landlord gave residents 24 hours' notice to completely remove all items from all cabinets, drawers, and refrigerators, so pest control could go in. If tenants didn't comply, tenants would incur a rescheduling fee --

Fish: Need you to wrap up --

Chan: -- with non-negotiable terms like these, living conditions feel unfair. Anti-displacement policies you've adopted will absolutely help people. Thank you. Although these struggles cannot work alone, access to affordable options in place like Eastmoreland and Buckman must also be made available so that people have choices. If not, more barriers to fair housing will only increase. Do we want this kind of income and race segregation where families struggle for basic dignity? We welcome ways for all neighborhoods to be an active part of the solution for affordability across Portland.

Fish: Thank you very much.

Mary Kyle McCurdy: Good afternoon, Council President Fish and members of the commission. My name is Mary Kyle McCurdy, policy director at 1000 Friends and member of ADPDX. I also testify today as a resident of Eastmoreland in opposition to proposed amendment 74 which would downzone Eastmoreland from R5 to R7.

My husband and I purchased our first and only home in Eastmoreland in 1990. We chose because it's a neighborhood of opportunity. It has a network of walking and bike-friendly sidewalks and streets for the children we planned to have, it has good schools nearby, near to downtown, pretty good transit at the time, within walking, biking, and transit of two neighborhood centers Westmoreland and Woodstock, close to Reed College, and it was relatively affordable back then. These are the same reasons many people want to live in Eastmoreland today, except two things have changed. It's become less and less affordable, and all the active transportation options have improved. We have the orange line, the Springwater corridor, the 20s bike ways and more.

Since then, we have raised two children who tended Duniway, Sellwood, and Cleveland public schools. We've been active in our community. Among other things, I've served as the president of the local school foundation for each of these schools and my husband is a past president of a neighborhood association. He's already submitted testimony in opposition to this downzoning.

The opportunities and amenities offered by neighborhoods like Eastmoreland should be broadly available to families and individuals of all incomes. With the current zoning of R5, that's already challenging and I think you'll see ways to address when you receive recommendations from your single family infill committee. However, exacerbating this challenge by increasing lot sizes to 7000 square feet is simply creating an economically exclusive gated community without the gate.

Significant investments have been made in transit, bicycling, and pedestrian infrastructure including the \$1.2 billion orange line. That's a public investment that more families and individuals should have the opportunity to benefit from. As many Portlanders including my neighborhood grow older, they should have the opportunity to age in their own neighborhoods where they already have a network of friends, know the grocery clerk

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and the bank teller, etc. Changing the zoning to R7 is going in the opposite direction of meeting changing family needs.

Fish: Need you to wrap up.

Kyle McCurdy: Right. You'll hear the argument that going to R7 in my neighborhood is simply being consistent with the way the neighborhood is currently developed. I think that's both misleading and irrelevant. The existing lot sizes in Eastmoreland are a plurality of sizes from under 4000 to over 7000 square feet. Zoning was never meant to be stagnant, it was meant to change and adapt to socioeconomic demographics change. Thank you.

Fish: Thank you very much. Nick?

Nick Sauvie: Nick Sauvie, I'm the director of Rose Community Development and the co-chair of the East Portland Action Plan housing subcommittee. I hope that you'll support the Anti-Displacement PDX recommendations in the comp plan. I want to thank Council and the Planning and Sustainability Commission for working with us to fix our housing emergency.

EPAP has spent the last two years working on involuntary displacement prevention recommendations and we think the comp plan actions are consistent with East Portland's experiencing huge rent hikes, no-cause evictions, displacement of entire buildings. City Council needs to put on a full court press to really address the displacement problem. That includes the things that are in the comp plan about planning and zoning, it includes fixing the design review process -- Rose is doing a project in Lents that just lost four units and had hundreds of thousands of dollars of additional costs put on by design review and other City requirements. We can look at building codes, taxes and fees, financing, value capture. I think these are all important.

With the growth in Portland, we're looking at something like 100,000 new units and we think that presents a tremendous opportunity to develop a workforce to build that housing through community benefits agreements that support workers of small businesses. Thanks for adopting the plan and I hope you'll pay attention to the implementation as well. No new redlining and displacement. Thank you.

Fish: Thank you all very much. Our next three? Welcome.

*****: Thank you.

Fish: Why don't you kick us off?

*****: We're going the other way, sorry. [laughs]

Fish: I've been getting it wrong every time, why should you be any different. Sir, why don't you kick us off?

Allen Dobbins: Thanks, Commissioner. President of the Council and Commissioners, my name is Allen Dobbins and I'm here to talk to you about the comp plan amendment M60. I live -- we all do -- in Terwilliger Plaza and have the privilege -- I have the privilege of serving on the board of directors as vice president. We find ourselves -- we'll say kind of problematic planning situation.

The plaza is located within four different planning zones. We would be well-served if the plaza were in one zone, high density multidwelling as we look to the future as we consider this silver tsunami, elderly white-haired folks reaching the age of retirement, living longer, facing more protracted periods of illness. While the plaza already provides excellent health care services, we believe we will need additional services. I want to thank each of you because I think you have all spoken at Terwilliger Plaza, so you perhaps know about us, but I want to say a little bit more.

We are place for some 350 members have come to live out the last years of their lives. They are people who choose to live near Portland's rich cultural and political center and the university. They want to be involved in civic and educational activities. Our mission statement speaks to this point. The plaza is a nonprofit continuing care retirement center

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empowering seniors to lead vital and engaged lives within the plaza and the larger community. It's also a place where over 200 employees work and the plaza has been recognized several times as one of the most attractive places in which to work in Portland and indeed in Oregon.

The plaza is a stand-alone facility. That is, it is not owned by a corporation. The board is fully responsible for its management and operations. The board consists of nine members who live in the facility, plus four outside members -- [beeping] -- with full voice and voting privileges who bring needed expertise to board decision-making. We have a foundation, one of whose purpose is to provide support for those who have exhausted their financial resources so that no one will ever be forced to leave the plaza for financial reasons. We are proud that the plaza offers a vibrant and stable place to live and we expect to continue to do so for many years. I apologize for exceeding my time. Thank you very much.

Fish: No, thank you. And let's take a moment and acknowledge when Jack Ohman got the Pulitzer Prize for editorial cartooning, one of the things he put up was a video tribute to his parents off of his cartoon art and it begins with their home when they were at Terwilliger Plaza.

Dobbins: His father lived right over me.

Fish: I think it's safe to say, speaking for all my colleagues, that all of us do probably more preparation for that invitation. Because when you look out and see former Supreme Court justices and elected officials and journalists, it's one of the toughest audiences to speak to and it's an honor to be invited.

Dobbins: Sir, you're very kind. And you might also say we prepared for another tough one. [laughter]

Fish: Thank you for joining us. Ma'am?

Virginia Burgess: My name is Virginia Burgess, and I'm resident member of Terwilliger Plaza since 2014. I'm here today in support of the amendment M60.

My involvement with the plaza began in 1985 when my mother became a member and she lived there until 2012. She died at 99. In 2000, I was recruited to serve on the Terwilliger Plaza foundation board and upon completing nine years on that board, I was then elected to serve on the governing board for an additional seven years with duties as treasurer and seven years on the finance committee as well.

The plaza began with a 360-unit tower building in 1962 that restricted membership to ambulatory seniors only. No walkers or wheelchairs allowed. Times have changed. Since then, the plaza has evolved to include 247 independent living units of varying sizes plus 44 assisted living and 21 residential care units to accommodate most levels required by members. In 1997, Terwilliger Plaza gained full international accredited status as CCRC, continuing care retirement community. Although fewer than 10 percent of CCRCs are still accredited, the plaza has maintained this status continuously since 1997.

During my association with the plaza, I have seen continued growth in facilities and services including refurbishment of living units; addition of double glazing and central air conditioning to the tower; addition of assisted living buildings; addition of wellness center, workout and classrooms, swimming pool; expansion of the auditorium, library, and dining room; and additions to the qualified staff to serve those areas.

The plaza's financial position is strong with triple B credit rating, a \$17 million annual budget and \$24 million reserve fund all of which will support further growth in facilities and services. Again, to help enable this healthy growth I am in support of amendment M60. [beeping] If I have 10 more seconds, I will add one of the things we're proud of is that we don't have just large, expensive units. We retain small one bedroom and studio units that we have a broad section of people. Thank you.

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Fish: Thank you very much. I'll also note that the bureau has recommended support for M60, so thank you for testifying. Sir, you're up?

Bob Johnson: My name is Bob Johnson, I'm the interim president and CEO of Terwilliger Plaza, along with Ginny and Allen. Thank you for your time and the opportunity to speak in support of amendment M60.

Terwilliger Plaza is fortunate to have an engaged and visionary board of directors, the majority of whom are residents of Terwilliger Plaza. As they have looked to the future, they see as essential the need to add services and to grow. Additional services and growth are needed to answer the challenge of the baby boomers who, like me, are starting to move into communities such as Terwilliger Plaza. In the near future, we will see record demand for housing in communities like Terwilliger. The plaza sees specific need for memory care services beyond what we offer now and the need for additional independent apartments because of this silver tsunami, as the boomers have been dubbed. There will be increasing need for housing of all types for persons 65 years and over. The plazas also wishes to continue as an independent nonprofit organization. Economies of scale demand growth to achieve that goal of continued independence.

Adoption of the Comprehensive Plan in this amendment will allow for a less confusing and less costly expansion process for Terwilliger Plaza if the plaza chooses to expand at some point in the future. Working with four zones that currently intersect the property is confusing and may ultimately make any future building impractical, which will seriously hinder the services the plaza can offer the aging population. Thank you very much for this time. I encourage you to vote for M60. Thank you for your support.

Fish: Thank you all three. Welcome.

Larry Margolin: My name's Larry Margolin and I'm here to talk about amendment M20. Firstly, thank you for considering M20. My neighbors and I support the Cm zoning on Marquam Hill and the proposed extension of this zoning designation one block west up Marquam Hill to SW 12th.

This area up by OHSU is in significant need of quality housing and services within walking distance to OHSU. There are upwards of 3000 new students that arrive each summer and struggle to find quality housing options on the hill. Many of the 1930s single family homes have been converted to multiple units or bedroom rentals. The neighborhood association continues to be concerned about the vehicle traffic and parking issues on the hill, but I think that the City planners are correct that the hill needs improved amenities, sidewalks, transit, commercial services, and housing to reduce the vehicle trips up and down the hill.

For my property, I'm currently undergoing a design and feasibility study to determine the best use that fits the neighborhood and provides needed housing and makes economic sense. We're looking at a small apartment building designated to serve the OHSU community with new sidewalks, stormwater mitigation, and modern housing options. This will be a pedestrian and bicycle-oriented development sitting just half a block from the number 8 frequent service bus and four blocks from the tram. I thank you for submitting amendment M20 and I appreciate your support.

Fritz: Does the neighborhood association support it, do you know?

Margolin: I went to the neighborhood association meeting and it was voted four to six with only 12 people there and only six voters. But they didn't -- no. So, four to six.

Fritz: I appreciate the numbers. Thank you.

Albert Garre: Good afternoon. I'm Albert Garre, my last name is spelled G-A-R-R-E. I'm here to speak in favor of amendment F72. My wife and I have lived in the Argay Terrace neighborhood for 32 years. I'm here to speak about the zoning designation for property in the Argay neighborhood which is immediately west of 122nd Avenue and south of NE

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Shaver Street that is currently open land being farmed by its respective landowners. For full disclosure, my wife and I are one of those landowners and our 10-acre portion of this land is currently zoned residential R3.

It was about 31 years ago during annexation of this land when the City went through almost an identical zoning process for this property. The result of that process was a decision to designate most of the open farmland as an R3 medium density residential zone and some of it abutting 122nd as commercial zone. Amendment F72 continues the philosophy of that original zoning decision. It was correct 31 years ago and it is even more correct today.

Regarding the residential zoning of this land, the R3 designation for this property makes especially good sense because of its proximity to the soon-to-be opened park. Those who choose to live in a medium density housing arrangement are more likely to need and use the park. Having an active park is vital to keeping it safe and a neighborhood friendly area, which makes the entire neighborhood a better place to live. So, a future residential R3 development on this property which is located near a City park, a collector street, an arterial street, and a commercially zoned area makes good planning sense. It will contribute to a more complete community and will make the Argay neighborhood a more desirable and livable area. Thank you.

Deborah O'Neill: Good afternoon. My name is Deborah O'Neill and I'm a resident of Portland and I'm here to testify on behalf of the Bosco-Milligan Foundation architectural heritage center. The Bosco-Milligan Foundation, BMF, thanks individual Council members for advancing amendments to the Comprehensive Plan that increase the protection of historic buildings and neighborhoods. We urge the Council as a whole to include these amendments, chapter three and four of the final adopted version of the plan.

Attached to our testimony is a list of amendments to the Comprehensive Plan goals and policies that the BMF supports. These amendments, if adopted, will give historic resources and more important place in the Comprehensive Plan and thus offers the possibility of creating centers and neighborhoods that maintain and increase Portland's desirable character. We recognize that the policies set the right direction and that programs by governments, nonprofit organization like ours, and private investors and individuals will be necessary to actually implement these goals and policies. We look forward to working with the City on implementation. I thank you for your time.

Fish: Thank you. Gentlemen, welcome.

Joe Angel: My name is Joe Angel. I started in the restaurant business in 1967. At that time, Burger King had no drive-thrus. In 1975, I had moved to Portland and started a series of buildings, and on the third building at Lloyd Center we opened the first drive-thru in the country for Burger King. The customer demand was such that they asked us to do that because of so many people having an experience with In and Out. The result was a big success. It allowed us to reduce the parking lots that we had been required to have in the past and we needed to be in areas where there were pass-by trips, areas like where there's a Fred Meyer or a Safeway or a pharmacy. We don't we rely on trips that come directly to us, we rely on trips that are out there doing other things.

The issue of safety has come up. In 40 years of operation, there's not been one accident between a drive-thru lane and a pedestrian. Not one.

In the 1990s, I was on the planning commission and the governor asked me to get on a task force for ODOT. The task force was charged with trying to reduce vehicle miles traveled. We came up with various methods to do that, trying to get people out of their cars and into other forms of transportation. We had a very successful group and we came up with various ways to do that. We also worked on the problems in the restaurant industry which, because of our society, the peak periods come three times a day whether you like it

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or not. So you have to have parking for those three peak periods or they end up going out into the neighborhood. [beeping]

We have relied on commercial zoning since the time commercial zoning started because we make 30 and 40-year commitments. When we buy into a C2 zone, we expect that we can sign leases with people for 30 or 40 years.

Fish: Joe, could you help me understand that a little better? The interplay between a long term lease and the potential trigger of a conditional use permit and how that works.

Angel: Yes. Our big fear is that we have bought property, the C2 property, and the City suddenly changes the zone on us. We have a drive-thru lane. That then becomes a nonconforming use. My tenants -- I'm now out of the restaurant business but I'm a landlord. My tenants are required to remodel every 10 years to stay current with the brand's image. And so when they go in to get a permit, they're a nonconforming use and they get into a whole series of requirements that the only thing that changed was the City changed my zone that I had maybe bought 20 years ago. So, I'm --

Fish: Is there a way to resolve that issue without having to change the drive-thru component?

Angel: Yes. Let me get to what I'm asking for.

Fish: OK.

Angel: I'll quit telling you my story. Here's what we would like. Allow drive-thru lanes in all commercial zones except the obvious places -- downtown, 39th and Hawthorne, 23rd, 21st, Multnomah Village, districts that are obviously pedestrian-oriented districts. Allow drive-thrus that are permitted before the date of this new zoning to be conforming uses under the code. If you would decide, "Joe, we don't care, we want to change the zone there" and I have a drive-thru there, please, please don't make it nonconforming. Write into the code that it's a conforming use if it's before a certain date.

Fish: And is this proposal reflected in a current amendment, or is this a tweak to an existing amendment?

Angel: This is a new amendment. I will have to give it to you with my testimony.

Fish: Can you do that before Friday?

Angel: I will. I had to try and come up with solutions for you today --

Fish: No, no, we appreciate it. That's why we're giving you a little extra time. So just wrap up, if you would.

Angel: OK. Change the proposed zoning -- the proposed language says "prohibit." Right now in the code, it says not allowed. When it's not allowed, you're able to go in and try to convince the staff that you need a drive-thru. And so, it should be outright in areas where there's now C2 zoning, but if you put it in areas where you don't want it, say "not allowed," not "prohibited."

Fish: I'm going to have to ask you to wind up there. I would appreciate seeing a proposal in writing before Friday. The Mayor has already made clear he feels very strongly about this issue. We do have an amendment in the packet that kind of addresses it. What you're suggesting is maybe a third way. I don't know, Joe, whether it has support on the Council or not, but I'd like to see what it looks like and I'd like to get staff feedback on it.

Fritz: And I have a question. Are there -- do you have any properties in the downtown area that have drive-thrus?

Angel: Not anymore. I used to have one at Burnside and Broadway. It's now --

Fritz: I threw a brick through the window of that --

Angel: Oh, you did? [laughs]

Fritz: Yes, it was wonderful. It was one the best experiences of my first term. But I digress. [laughter]

Angel: But in the central city, I have --

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Saltzman: Part of a demolition, right?

Fritz: It was part of the demolition, yes. I had permission to throw the brick through the window. So, I believe that the Mayor's amendment was to prohibit in the downtown area. You're pointing out the ones in the Lloyd district and central city, and that's your concern.

Angel: Right, and over by the Multnomah County courthouse.

Fritz: Yeah, so it may be a refinement of what the Mayor was intending, because I think he was talking about not allowed in other areas. Thank you.

Fish: Thank you for that clarification. What I also think I hear you saying is there might be some opportunity for grandfathering just so the rules don't change radically. But, anyway. This is a complicated issue. The more you can put in writing for us to chew over, the better. Thank you. Welcome.

Josh Eastin: Greetings. My name Josh Eastin, I'm a resident of Collins View neighborhood. I live on Maplecrest Drive. I'm a homeowner there. I'm testifying today to protest last minute changes, specifically amendment S16, or last minute changes by Lewis and Clark in an attempt to incorporate properties located at the intersection of SW Terwilliger and SW Lower Boone's Ferry Road into Lewis and Clark's campus institutional zone. These properties are not located within Lewis and Clark's master plan, and as such should not be included within boundaries of the campus institutional zone. As was mentioned earlier today, the college was denied a request to include these in a land use case in 2009 and Lewis and Clark did not raise this request during work on the comp plan or upon review by the Planning and Sustainability Commission. Doing so now indicates a clear desire to circumvent the public process for land use decisions.

The primary problems from this rezoning which were referenced in the 2009 case arise from a series transportation and environmental impact that development of this property would have on the Collins View neighborhood. For these reasons, the Collins View Neighborhood Association unanimously opposes this amendment. The primary reason is that with the use of SW Terwilliger and especially Lower Boone's Ferry Road is primarily thoroughfares from residents of Lake Oswego to I-5. There's too much traffic. There's too much traffic on this two-lane neighborhood street that makes it untenable for residents like myself who live on Maplecrest Drive, which sits adjacent to these properties, to enter and exit our neighborhood in a safe manner.

Every morning, traffic regularly backs up from I-5 to my street, a distance of over a mile, and allowing Lewis and Clark the opportunity to develop this property -- which it has indicate a strong desire to do in previous attempts to rezone this property -- would only exacerbate that problem. I hope the Council will seek to not incorporate this amendment to the comp plan update. Thank you.

Fish: May I just be clear about something? Because we've been getting a lot of testimony about the apparent procedural concerns about this. I assume that even if we had more time and this was fully vetted with the neighborhoods, you've set forth substantive reasons why you would oppose this --

Eastin: Correct.

Fish: -- aside from whether --

Eastin: That's correct. Until any infrastructure changes are made to that intersection, there are very clear reasons why we should oppose development.

Fish: Thank you. Sir?

Eric Hovee: Eric Hovee, I'm consultant to retail task force. Last Thursday, I spoke to the importance of P44 to assure a full spectrum of grocery stores and P60 as pivotal to provide for retail development for diversity of goods and services, especially in underserved areas. Today, I'm here to expand my remarks in support of P51, a new policy that calls for considering short-term market conditions and how development patterns will transition

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over time when creating new development regulations. Planning that fosters less auto dependence but without shortchanging resident needs and business vitality especially again in under-served areas of the city as in East Portland.

Metro household surveys and retail data we have compiled convey three messages. First, while transit, walking, and biking are on the rise, auto use still accounts for more than 80 percent of trips outside the central city. In retail, it's very important to continue to accommodate that auto use, as Joe Angel has mentioned. Second, outside the central city, Portland is under-retailed, especially in East Portland where grocery choices remains scarce and expensive for residents. Third, the City's food deserts are also places where building ramps are subpar, making it more challenging for investment in quality retail to pencil out. Encouraging investment requires development standards that are in sync with what the market will support today. Otherwise, investment freezes and we move farther from the community with the comp plan and visions.

Development standards can become more aggressive in places that become more walkable as transit services improve and auto use declines. Retail will respond with less parking and greater development density getting closer to the customer. Your support of P51 can encourage this step by step transition in a way that stretches but does not reach beyond where the market is at both today and where it'll be at 20 years from now. Thank you.

Fish: Thank you, sir. Karla, could you call the next three?

Renaë Corbett: Hi, my name is Renaë Corbett and I'm here to support Commissioner Fritz's P48 amendment in regard to mobile homes. I currently live in a 60-unit trailer park that's under sale that was done very secretly without any notice to the tenants. It houses 60 people, our most vulnerable citizens, children, disabled, and veterans. Puts me at risk with my 85-year-old father of becoming homeless. Working with Legal Aid, Living Cully, St. Charles Parish, we are trying to stop this illegal sale. P48, were it in place now, would help us. We are trying to buy our property ourselves with these agencies' help. Please be aware how much we need 48 and the City's help. I'm at risk to be relapsed and enter into recidivism. I'm a recovering addict and an ex-convict. I can't be homeless again and I'm asking for your help.

Fritz: Thank you for your activism and testimony.

Fish: And thank you for coming. At some point, I'd like to ask staff to just explain when we say encourage preservation of mobile home parks -- which I strongly support. I'm not aware we have any existing tools in our kit. I want to make sure we're not overpromising something that -- while I completely agree with this, under state law and our existing tool kit, we are woefully under-equipped to do this, and we don't have a funding source. So I don't want to mislead people, but I'd like to know what those options are.

Fritz: Well, if we -- I think what it would prompt is a discussion of how do we develop those, and if we had a fund, that might be an appropriate use of said funds.

Fish: No, and I completely support my friend in doing this, it's just, lamentably, this has not risen to an area of high priority within our existing housing emergency and our approach. And the truth is that some of the most at-risk housing in our community is in fact these mobile homes. I would like to go one step forward. As part of preservation agenda, I'd like to figure out a way working with the state to come up with a funding mechanism to allow tenants to purchase and manage as some kind of co-op with a land trust. Because otherwise, in areas that are growing and changing -- and this is some of the most at-risk housing -- but we don't have a very effective tool kit right now.

Corbett: They are being targeted. They have bought eight on N Killingsworth alone in Northeast Portland. There is a gentleman from the state of Oregon, Ken, whose office oversees this, but there's no legal precedent to back us up.

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Fish: And go one step further -- what if we not only found a preservation strategy, but we found a way to help the future owners to replace their existing units with more energy efficient, you know, more sustainable, habitable units going forward --

Corbett: Right now we just don't want to be homeless -- excuse me for interrupting you. I just need my little tin can. [laughs]

Fish: Thank you for taking time to come out. Welcome, sir.

Gabriel Triplett: Hi, my name is Gabe Triplett and I want to thank the Council for the opportunity to speak. I'm the pastoral associate at St. Charles Catholic Church in the Northeast Portland in the Cully neighborhood. And Cully is at the forefront of the displacement crisis happening in our city.

Churches in the neighborhood are watching as gentrification tears apart our communities and our relational fabrics that provide stability not only to our church communities but also to the entire neighborhood. When we look at the housing problem in the Cully neighborhood, we look to the trailer parks because they hold the most risk and the most potential. So, I'm speaking in support of amendment P48 proposed by Commissioner Fritz.

This amendment will create a priority for Portland to encourage preservation of the mobile home parks as a low to moderate income housing option. Hundreds of families -- actually 10 percent of the Cully neighborhood -- lives in one of five trailer parks in the neighborhood. So, if the parks are preserved, they provide stability to the rest of the housing in the neighborhood by creating permanent affordable housing, but if they are allowed to be developed, then that is five cells that displace hundreds of families and create a huge ripple effect that will affect everybody in the community. One of the parks in the neighborhood is Renae's park, the Oak Leaf. It is currently being sold. Residents have been told the buyer plan to close the park and redevelop it with high-end housing.

So, in the Cully neighborhood we understand the need and the importance of P48. However, the time frame doesn't fit and doesn't work for the Oak Leaf. So, we're asking City Council to immediately work with the Oak Leaf residents to prevent loss of their homes and preserve the Oak Leaf as a permanent, affordable place for low income people to find stable and secure housing in our city. And I would just add that when you look at the population in the Oak Leaf, you see military veterans, low income families, disabled people -- all the people that are on the margins, on the edge, and at the highest risk of being homeless in the city.

Fish: Thank you very much.

Fritz: Could you make sure staff has the actual address of the property so they can check into what's the zoning proposed at current? That might factor into certain decisions, too. Thank you.

Triplett: I will.

Fish: Welcome.

Cameron Herrington: Thank you. My name is Cameron Herrington, I work with Living Cully. Also here to support amendment P48 to preserve mobile home parks. As we've heard, these are tight knit communities that meet many of the comp plan's goals around housing. They are relatively high density. I think they should be qualified as middle density housing. They are preventing displacement actively every day, they are providing housing opportunity for folks who have struggled for decades to find stable housing, and they could represent a permanently affordable housing stock in our neighborhoods.

The impending closure of the Oak Leaf threatens to displace 30 families, as you've heard. Other mobile home parks in Cully and elsewhere in the city are sure to follow, and hundreds of low income families are at risk of becoming homeless when these parks are sold and closed, which is really a matter of time as land values continue to escalate, and

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the profit that could be made by redeveloping them for other uses makes these properties attractive targets for investors.

Commissioner Fish, you mentioned the lack of tools in our tool kit. That is a concern. One tool that has been used by jurisdictions in other parts of the country that would fit very nicely under the kind of purview of this amendment and this policy is to create a dedicated zoning designation for manufactured home parks which would prevent them from being converted to other uses. One nearby example is Snohomish County, Washington, which has recently enacted such a zoning designation. Others around the country have done the same.

Right now, we are working alongside the Oak Leaf residents with Casa of Oregon, which has prepared to help the residents make a competing offer to purchase and self-manage the park as a co-op, as you suggested. But we do need help from the City and State and County to fill that funding gap to make that happen and prevent homelessness.

Fish: Thank you very much. Colleagues, starting with Steve -- Steve, are you able to stay until 5:30?

Novick: 5:30, yes.

Fish: Amanda?

Fritz: Yes.

Fish: OK, so we're going to continue to 5:30 but take a three-minute break right now. We'll come back in three minutes and we're going to plow ahead to 5:30 and see what's left.

Fritz: Before we break, I just want to say on the record, I appreciate having the address of this Oak Leaf property on your testimony so we can follow up with staff. Because I do think it's an intriguing concept to have a mobile home designation in the zoning code and that's something we'll look into. Again --

Corbett: Just say it?

Fritz: What's that?

Corbett: You want the address?

Fritz: I've got it right here. Living Cully gave it to me, thank you. I appreciate it.

Herrington: We can tell you that it's zoned R2, and the designation is not proposed to be changed through the comp plan.

Fritz: Well, that's helpful. At least we're not getting a bonus for turning it over. But I don't know whether at this stage we can add looking into mobile home but it might be a further work plan thing --

Corbett: -- stand on the owners' necks.

Fritz: Well, yes. You need other things at this time.

Corbett: Thank you for your time.

Fish: Taking a three minute break.

At 4:36 p.m., Council recessed.

At 4:29 p.m., Council reconvened.

Fish: Alright, folks. Order, order! So, Karla, what number are we at?

Moore-Love: We are at number 23.

Fish: We're at 23 and we've got about 50 minutes left. I think it's unlikely we'll get to 70. If we're lucky, we'll get to 50, 60. Let me just offer some positive encouragement for people. If you're testifying on a matter where we've already heard lots of testimony and you think you can do it in a minute rather than two and instead of repeating some of the themes there's something additional you want us to focus on, please do so. You'll get the full amount of time and we're listening and making notes, but sometimes focusing on the area

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that has not been addressed is more useful. Thank you for your patience. We'll start with you, sir.

Mark Whitlow: Mr. President and Commissioners. Mark Whitlow. I'm an attorney at Perkins Coie, I'm here on behalf of the retail task force and the International Council of Shopping Centers. We did appear last time, ran out of time, so we're back with a different theme. We're going to talk about the Portland Plan. Your director advised you before the last hearing started that when in doubt, go back to the Portland Plan. It's been a while since it was passed, but it identified food deserts as a big problem. And all these years later as we look at the work before you, it seems the food desert problem is still there but it's getting buried, if you would. We think the City has a solution to provide adequate zoning for auto-accommodating uses and developments that provide a platform for grocery.

Grocery is a tough business. Minimum margins. You have to provide adequate zoning to accommodate that type of use. So, mixed use that requires verticality prices the supermarket out of business. So, take a look at the handout. The last page is the dial from figure 7-1. It shows that of the general commercial, the auto accommodating zoning now in the city, 60 percent of at least the lots are going to something else other than CE, which is the only other auto-accommodating zone. So, you're losing huge tracts of auto-accommodating land that's needed to provide the groceries that would solve the food desert problem before you. So, we're urging you to, instead of diminishing CE zoning, create more of it. Do it in strategic locations. It's also the zone that does not prohibit drive-thrus. Groceries use drive-thrus in their own businesses for fuel, pharmacy, and grocery pickup. [beeping]

Fish: Mr. Whitlow, do you have an amendment you're supporting, or are you just asking for something new?

Whitlow: We're supporting P60, P44, P51, and we're in opposition to P32. We would offer to form a work group with you. We have all the grocers available to sit down and talk about how to solve the food desert problem through zoning.

Fish: Thank you. Welcome.

James Gorter: Thank you. I'm Jim Gorter, a resident of Southwest Portland. I'm also a member of the residential infill project stakeholder advisory committee, but I'm speaking for myself today. I'm speaking in opposition to amendment P45, the middle housing amendment.

There's a great need for smaller, more affordable housing in Portland. P45 is not the answer. It is a heavy handed, one dimensional solution to a problem which presents a variety of subtleties and opportunities. It inserts into the comp plan at the last minute an idea that requires careful study and impact analysis. There's been no neighborhood involvement. It would decimate some of our most complete, character-filled neighborhoods. It covers huge swaths of the city's most complete neighborhoods. It would displace established residents living in some of the last vestiges of semi-affordable rental housing. It would incentivize demolition of smaller, older homes. You would see sales of backhoes booming in this town. As I understand it, it could be inserted into the code as an overlay. Be honest, it's not single family housing -- or single dwelling housing. A quarter mile around the centers is too large and arbitrary, it makes the zoning map report look like an overflowing plate of donuts. [beeping] There's no guarantee of affordability. It segregates middle housing, and we should be looking at opportunities for dispersed middle housing.

Please pull this amendment off the table. Thoroughly study the implications, study the alternatives, involve residents in neighborhoods that would be impacted. Develop a

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plan to guarantee affordability. Then, if you feel it's still a worthwhile proposal, bring it back with openness and for a full vetting before the city and its citizens. Thank you.

Fish: Thank you very much, sir. Commissioner Fritz?

Fritz: I just want to clarify. So, this is a broad policy. Anything that would implement it would have to come back to Council after that full public process. So, it's not like this could spring up tomorrow, the zoning code currently doesn't allow it.

Gorter: No, but it does say within the half mile -- or within a quarter mile.

Fritz: Yes, but there would need to be a full public process to decide what would the rules be, what would that look like. I just want to allay some of the concerns I've heard throughout the hearings. Your point is well made, though, that there needs to be that process.

Fish: I have about a two-foot thick stack of papers from these hearings, and you're going to make the final cut of one of my favorite lines: "It makes the Portland zoning map look like a plate of donuts." Very evocative.

Novick: But I'm afraid to some of us it sounds tasty. [laughter]

Fish: I'm sorry I even opened that up. Go ahead.

Brent Ahrend: Thank you. My name is Brent Ahrend, I'm a traffic engineer with Mackenzie. I was here at the last hearing. Wanted to talk specifically adding to the record information on P60 and P32. So, I'm kind of following up from some recent testimony including Mr. Whitlow's.

Regarding P60, it's important to have a wide range of facilities available including auto accommodating. What was interesting was -- I do traffic studies all over the region, and we had one in Northeast Portland where we looked at what's the alternative mode. And we proposed 18 percent and PBOT staff came back and said, no you can only use 16 percent. Our studies show it's only 16 percent in that area. Citywide, it's about 81 percent right now is auto trips. In the 2035 projection in the RTP model is 76 percent. So again, autos will continue to be the majority of trips into the future, so it's important to have those facilities available.

Then on P32, I wanted to speak against that. One of the things -- this is regarding the drive-thrus and further restricting the ability to have drive-thrus. One of the things that staff has mentioned is concerns about safety with pedestrians and so forth. We weren't able to find any documentation that drive-thrus create a safety problem for pedestrians or other users, but your standards currently provide for adequate safety. You require separate pedestrian paths, you require landscape setbacks, you have driveway standards that already address those standards. In most cases when you have a drive-thru facility, you don't need additional driveway locations. You can use the driveways that you're already provided with. That was basically what I wanted to add.

Fish: Can I ask a question? Does P32 prohibit the sort of hybrid drive-thrus that are in certain grocery stores where people can come and pick up groceries? They don't look like -- Fred Meyer has one. They don't look like traditional drive-thrus, they're just areas where you can bring your car around and you've ordered the groceries and the -- Joe, would that prohibit those hybrid? No?

*****: [inaudible]

Fish: OK, well I'd like clarification on that. The one thing -- I realize that this drive-thru issue is taking on almost mystical significance in our discussion. There's some people up here that feel very strongly about it, and I respect that. But I am personally concerned about taking away an option for people that otherwise cannot get out of their cars. And so I believe there are issues among older adults, people with disabilities, and families with children where there's a convenience factor that has to be balanced against our other

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values. I want to find out if we can thread that needle. At this point, it does feel like it's a pretty polarized debate.

Ahrend: To your point, we worked on the Fred Meyer on Canyon in Beaverton. Beaverton code actually classified that when you drive up -- when you order online, drive up, and they bring your groceries to you, they classified that as a drive-thru facility because people did not get out of their car so we had to go through conditional use. Want to make sure that sort of thing doesn't happen.

Fish: I'll follow up on that. Thank you. Next three, please. Gentlemen, welcome.

Jim Laubenthal: We submitted a letter --

Fish: Name first.

Laubenthal: I think she --

Fish: If you could put your name in the record.

Laubenthal: Oh -- Jim Laubenthal, I'm a member of Riverside golf club. I'd like to touch on a few points in our letter we submitted, and we are submitting new information. We have provided quick summary of stuff that we've submitted in the past in terms of the golfing industry in opposition to changing Riverside from open space designation to industrial.

One of the areas we have not talked about is habitat at Riverside, and it's come up more recently with the Broadmoor discussion of habitat values. If you look at the larger geography, we're sandwiched between Columbia Edgewater and Broadmoor. And we see wildlife moving back and forth across our area. And so a couple of the illustrations we have included in the packet we've given to you show that if you put an industrial designation on, you essentially sever that habitat corridor. So, while there are habitat values in Broadmoor, there are also values on Riverside.

Also surprising to us, the number of trees was quite different between the two sites. Our site is about twice as big as the Broadmoor site but has about 900 trees and there's only about 100 trees on the Broadmoor site. So, we've got nine times as many trees. I think we just have thicker tree cover between our fairways.

So, we don't believe a strong case maintaining Riverside as a sanctuary. We'd ask that you support amendment M34, removing us from the industrial sanctuary and preserving the open space.

Fish: Thank you very much, sir, and thank you for your written testimony. Go ahead.

Lucas Miller: Good afternoon. I'm Lucas Miller, general manager of Riverside golf country club. We'd just like to talk about the possible negative impacts of the industrial designation. The club is celebrating its 90th birthday, as you know, this July. I'd just like to talk about our concerns about the possible negative impact of the industrial overlay.

In this outdoor recreational industry, we experience a five to 10 percent member attrition rate annually on average annual. Members leave clubs such as ours for a number of usual reasons such as job changes, home relocations, marriage, divorce, accident, injury, and even death. So, we're continually looking for new prospective numbers. We have a fulltime membership director who's responsible for that and dedicated to that continual effort since it's so imperative to replace existing members with new members. We often need to sell these prospective members on the reasons they should choose our club over others in Portland, and of course the other clubs are doing the same and we're worried that it will be easy for their salespeople to say something like, "I'm not sure what's going on at Riverside. I heard their land has been designated as future industrial and maybe you should ask them about that." And of course, just that little question about the future of our club may be enough to sway these prospective members to join our competitors. Naturally, it's difficult to confirm and quantify because we don't hear from the other members on why they didn't join ours.

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I guess -- you know, Jim and I were thinking we may need to provide our members and staff with talking cards with speaking points on Oregon land use. And silly as it may seem, I think that may be the only way we get through a complex conversation like that consistently.

In closing, we request support of amendment 34 that retains open space and wildlife corridor. Our club doesn't plan to confirm its land to industrial use, we plan to continue operating as a golf country club for at least another 90 years. Thank you for your consideration throughout this process.

Fish: Thank you, sir. Welcome.

Bob Bernstein: Hello. I'm Bob Bernstein and I'm sort of a citizen scientist and I'll be doing turtle surveys tomorrow around Fanno Creek. So, let's talk turtles.

Turtles are found around Broadmoor golf course in that area of the slough. Most people think turtles are aquatic animals. Well, part of the time they are, but they're also terrestrial. They're on land to find nesting sites, dig their nests, finding mates to relocate during different times of the year due to hot and cold temperatures. And painted turtles are only one of the 12 sensitive species that are found around Broadmoor, and each of them has their own stories.

This amendment, which I oppose, would fragment their habitat, causing loss of genetic diversity, loss of nesting sides, leave them more vulnerable to predation. When you crowd prey animals into small areas, it's like setting up a supermarket for predators basically. These animals have been around for eons. It would be nice if they could exist in Portland. That picture that I gave you -- what it said to me is the little turtle saying to me, "Well, is there room for me in Portland anymore?" I'm not sure.

The comp plan has many statements about increasing wildlife habitat areas around the slough, take care of migrating species -- which the turtle is -- and their routes. Turtles tend to use the same routes over and over, so turtles could end up perishing on blacktop or getting squished by cars. It also says to avoid harming the environment if at all possible. Why is this amendment even being brought forward? It makes no sense to me. And I thank Commissioner Fritz and Fish for opposing this amendment and I wish others would change their mind.

It deeply bothers me that you have bullet points in this plan that speak to protecting habitat, but those bullet points do not fall under any Commissioner's or any bureau's mission statement. So, you have empty statements about wildlife that get trampled on basically. If you're going to do that sort of stuff, then don't try to take credit for something that takes care of wildlife, because it doesn't. So, I would like to see one or all of you bring forth some sort of amendment with teeth that if you're going to have bullet points to protect wildlife that somebody owns those amendments and is responsible for their implementation.

Fish: Thank you very much. Call the next three, please. Welcome.

Robert Harper: My name is Robert Harper and I'm here in opposition to amendment M42. In opposing this amendment, I'd like to express I why I believe our neighborhood is already without this amendment very well-suited to the sort of dense, residential development that will make this city a more prosperous and equitable place over the next 20 years.

What I think is great about our neighborhood is that we see existing plans for the Fremont corridor -- a clear vision for dense residential development accommodated by existing R1 zoning. Much of Fremont, as you may know, between Mississippi and Vancouver is R1 and this is the sort of development that can build solid, sustainable density we need in these residential areas. While that potential may not be realized at this point, we clearly have zoning to accommodate smart, forward-looking development in that area today.

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For instance, the largest chunk of land in this amendment is about 58,000 square feet. That could accommodate 58 residential units today. There's tons of potential in the spot. I'm not necessarily calling for the tear down of my friends' and neighbors' homes. I'd like to point out, though, that the lack of density and housing on Fremont is simply not a zoning problem. There's tons of potential with the existing smart and sustainable R1 designation. It's a sort of potential that won't overwhelm our already rapidly-growing neighborhood like CM2 zoning would. Thanks for your time.

Fish: Thank you very much. Welcome.

Steve Dotterer: Hello, my name is Steve Dotterer and I'm from the Bosco-Milligan Foundation and following up on Deborah O'Neill's testimony. I just want to hit a couple of specific amendments that we're supporting.

There's the amendment for diverse residential neighborhoods and then another one that is calling for the resolution of conflicts in historic districts, and we support those and hope the Council will adopt them because I think it will help resolve some of the current controversies in those areas. And I don't think -- particularly with Eli Spevak's comments earlier about two different types of middle housing, one where you're fitting more within existing buildings -- I see that as a measure that will work with this policy to get us where we need to go in terms of producing both growing units and preservation.

We're also supportive of the amendments in chapter four which make it clear that the City is really reinforcing the historic resources elements, and recognizing that the City's actions are limited by the state owner consent law. And we think it's appropriate to be clear about that.

Finally, the Bosco-Milligan Foundation supports Eastmoreland and King's Hill historic district proposed downzoning amendments. Thank you very much.

Fish: Thanks very much. Next three, please. Welcome.

Stephanie Stewart: Good afternoon. I'm Stephanie Stewart, I'm with Mt. Tabor Neighborhood Association. I live at 1121 SE 50th. Three of us are here today to speak to three of the amendments, one we support and two we oppose. I'll start with the one we support. It's actually amendment F61, and it addresses a one-block section of upper Hawthorne -- just the lots lining Hawthorne and just between SE 50th and SE 51st.

There's a natural transition that happens at the bend in Hawthorne where Hawthorne intersects 50th and then travels south. This transition is reinforced with a downgrading of transportation classes by two classes at this location. This natural transition has been emphasized and reinforced with multiple public processes, including the Hawthorne transportation project.

The built environment of the commercial lots lining Hawthorne between 50th and 51st -- again, a one block section -- there are much lower -- they are at a low intensity commercial level at this point, which really interacts nicely with the neighborhood and it doesn't impose on the residential lots. The relationship between these businesses and the residential lots is great at this point, and we believe the lowest designation commercial intensity for this area is a positive move and the amendment F61 supports that.

However, the language of the amendment states that it will be all lots east of SE 50th between 50th and 51st, but the map that goes with this actually excludes two lots, the lots that are at the intersection but still east of SE 50th. And we would suggest -- we would like to clarify if that's a mistake in the map, or -- do you think it's a mistake?

Fritz: It was a mistake. My amendment was not done for this lot, it was everything east of -
-

Stewart: OK. Well, that would be great. We would support that.

Fritz: Thank you.

Fish: That's a friendly amendment. That's as friendly as it gets!

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Stewart: Yes.

Fritz: Thank you.

Paul Leistner: We always try to be friendly. Paul Leistner, I'm speaking in my role as Mt. Tabor Neighborhood Association board member and behalf of the neighborhood association, we're asking you to oppose proposed amendment M28 that would upzone the property on the northeast corner of 60th and Belmont.

Our neighborhood association has been very interested in that site and its future development since the 1980s. It's been vacant for quite a while. We were also a little concerned, given our long standing interest, that this just came up fairly late in the process and we were sort of scrambling to understand what was being proposed and how we could be involved.

One of our main points is that we feel it's important that the needed infrastructure be in place before a development is allowed to occur. The intersection at 60th and Belmont is dangerous and functions poorly. We've known that for many years. The location has had more injuries in the last 12 years than all but one other location in our neighborhood. It's got a problematic level of service, traffic backs up in all different directions there. People are then cutting through -- it's causing cut-through traffic. Our neighborhood and PBOT have been aware of the problems there for many years. In the past, PBOT worked with us to do some planning for all of 60th so there is in the TSP project 7006, the 60th Avenue corridor improvements which actually included necessary infrastructure improvements to that intersection make it function better. So, we really feel that until those improvements are done, we shouldn't be up zoning that property and we should be supporting what the planning staff has originally suggested and the Planning Commission.

We would love to see it developed, but we want to make sure that it's developed at a scale appropriate for that site and the available infrastructure. There are two large buildings, the old Adventist hospital and another structure that are fairly tall, but they are already sucking up a lot of that infrastructure capacity so we don't feel it would be proposed to upzone that area. And again, we certainly don't fault the property owner for looking for this opportunity because it will help them maximize their return, but we sort of count on you guys and us and the planning staff and all of us to make sure that these changes are actually good for the whole community. So we again encourage you to oppose this amendment.

Fritz: Can you give me the number of it again?

Leistner: M28.

Fish: John, welcome.

John Laursen: Hi, I'm John Laursen, 5829 SE Salmon. I'm also here representing the Mt. Tabor Neighborhood Association. I'm here to oppose amendment S8, which is about Portland Nursery at 53rd and Stark, which would take what is now a split between a commercial zone and residential zone and grant full commercial zoning to that property.

We are absolutely in support of Portland Nursery. We love them. We are delighted to have them in our neighborhood. We all patronize them, and it's a terrific neighborhood partner and we support the continued nursery aspect of Portland nursery. What we are really afraid of with giving them full commercial zoning is that it will have the unintended consequence of making that property far more valuable as a non-nursery, as some other commercial enterprise, and whatever the property owner's intention is now that it will signal to somebody they could buy that property and turn it into something other than a nursery. So although I think your intention to support them as a nursery and granting -- and suggesting this amendment is a positive one, we're really terrified of what the long term outcome would be.

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We think the Planning Commission staff -- the sustainability and planning staff did an elegant job of extending the commercial zone for them. They added a full 123 feet of commercial depth to their property, which gives them more flexibility, and they've taken the formerly nonconforming nursery use on the residential portion and made it be conditional rather than nonconforming. They have gone a long way to accommodate Portland Nursery. And we have met with them repeatedly to try to help solve this problem and we're just very pleased. We think staff did a great job of cutting the Gordian knot on that thing and making it work. And actually, you've seen us here before on some contentious issues from time to time, and we're really pleased to be able to say we think the Planning Commission staff did a really great job on this stuff and we're really pleased with what they did. We want to support them and commend what their solution was on this and oppose amendment S8.

Fish: Thank you for your written testimony. Thank you. After three hours into a hearing that's complicated and sometimes dry, thank you for your kind words about the staff.

Laursen: Thank you.

Fish: Next three, please. We're in the home stretch. Welcome.

Hillin Jones: Unbelievable.

Fritz: You waited patiently, thank you.

Jones: I'm Hillin Jones speaking in opposition to amendment M33. I haven't been sleeping well. I'm still in shock.

If Bullseye Glass were a smart bomb, I'd live in the blast zone. A daycare center, a Fred Meyer corporate parking lot, and a small city park where little kids play is on the far rim of the blast zone. I went to a talk hosted by the east side Portland air coalition to get more information. Erin Brockovich was there. It was worse than I thought. Every neighborhood in the city has blast zones -- ESCO, Intel, Precision Castparts, just to name a few. Ms. Brockovich wasn't in town chasing ambulances. She comes to Portland anyway to visit her son and grandchildren. Now, the visits are a tax deduction.

A few weeks later, close friends called to let me know the City Council was going to rezone the Broadmoor golf course next to them from open space OS to industrial. It was going to be paved over. Jobs would come. I thought about the Fred Meyer parking lot and the park next to it and wondered, what's the temperature difference between the empty asphalt lot and my small, kid-filled park on a sunny day? Do you guys know? I asked Google.

It's easy to drown in the information. I took the first few entries. One is from a National Geographic article. Another bullet point from a company selling sod, and the third a search in Arizona open space and urban environments. I read those articles and realized my friends don't live next to a golf course, it's open space with benefits. Open space with trees is 30 to 40 degrees cooler than concrete or asphalt. Sit in the shade of any tree in any park in the city and you'll know this is true. One tree removes 26 pounds of carbon dioxide. That equals 11,000 miles of auto emissions. One acre of trees eliminates 13 tons of particles and gases annually. A big tree removes 60 to 70 times the pollution a small tree does. This is one of the rare times I think size and age matter.

EPA and DEQ aren't going to save us. They're not coming. U.S. Forest Service discovered the toxic levels of heavy metals in my park next to the Fred Meyer parking locality. It's up to you and me. We're the ones that are going to save us. Every tree and open space makes a difference, whether it's one tree on a lot with a one-bedroom house or a grove between the airport and a busy highway. While it's cold comfort the owner of Bullseye lives in his own blast zone, I don't blame the developers or business owners. Scorpion in the frog -- it's an old fable. It's in their nature, but it's not in ours. There will be no apps making a clouds rain. We're not going to put our lips around our smart phone and

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inhale fresh air, only open space and trees make fresh, cold air. Every last one matters in these times of record heat and automobile density. Thank you so much.

Fish: Welcome.

Bruce Campbell: My name is Bruce Campbell and I'd also like to thank the Commissioners for their patience in hearing everybody speak about all these issues. Today, again, I would like to speak in strong opposition to proposed amendment M33, which proposes to turn the Broadmoor golf course into an industrial sanctuary. Sometimes I wonder who came up with that term, "industrial sanctuary." It's very Orwellian. I'm used to wildlife having sanctuaries, but private enterprise having sanctuaries? That's a new one for me.

The trouble is with this amendment is it privatizes the public commons and it's a death sentence for wildlife habitats in Broadmoor's beautiful, old growth trees. Over a century ago, John Charles Olmsted helped create Portland's world class green spaces and parks, providing our city with a livable future. We should heed Olmsted's progressive expert and continue his good work.

Great cities all over the world protect their green spaces. If it wishes, let Broadmoor show its property but not to industrial development. Sell it to the City of Portland. Convert the Broadmoor into a public nature park. Wealthy in wetlands, bird songs, and yes, turtles. There's turtles everywhere out there. Let Broadmoor be our gift to future generations, not some kind of booby prize. Please, please toss amendment M33 in the recycle bin. Let's protect our open spaces and be good stewards to all the life that depends upon our good will and continued vigilance. Thank you.

Fish: Sir, Mike Houck isn't here to say the following, so I'll say it for him. It would have been a shame to go through an entire comp plan process without invoking the Olmsted name. [laughter] I have a copy of that plan in my office that I copied from the archives. They had the original. One of the sort of historical facts that I love is that John Charles Olmsted was both the son and the nephew of Frederick Law Olmsted. It's hard to figure that out, but both the son and the nephew, which is fascinating.

Campbell: Inspiring to have a visionary that lives so far in the past.

Fish: Everything that he envisioned has sort of been filled out 100 and something years later. It's extraordinary, just going around in a horse and buggy and imagining Mt. Tabor, imagining a wildlife corridor on the west side, imagining a Forest Park, imagining all these things.

Campbell: Let's carry on his good work.

Fish: Thank you, sir. Welcome.

Barbara Strunk: I'm Barbara Strunk, I am the United Neighborhoods for Reform representative to the residential infill project. I'm testifying for and against amendment P45 as it is currently written. That's the middle housing amendment.

We support strongly the concept of a higher density transition zone between mixed use and single family zones. However, we caution you to proceed slowly with this middle housing idea and propose the following amendment to the amendment. And that is, limit the rezoned transition areas around centers to 200 to 300 feet or two blocks of centers with complete services, including frequent public transit.

Some of our reasons are as follows. We think a quarter of a mile around each neighborhood center is far too large. As drawn, middle housing zones would encompass most of the inner eastside and the middle eastside, opening up large areas of the city to the risk of destroying traditional neighborhood character, historic housing, and urban green spaces that both the comp plan and residential infill project are charged with protecting. We need a thoughtful process, including modeling, to judge the impacts of such a zone change on neighborhoods. The residential infill project has not completed its work

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regarding scale and mass of single family houses. Code must be clear and transparent that much smaller houses are the sustainable, affordable way of the future. This includes any buildings in any proposed middle density housing zone.

Before such a large area of the city is rezoned middle housing, the goals around middle housing must be clearly defined. What is an appropriate center, what is the size and price of middle housing density? This moves too fast. Do some thoughtful modeling on the impacts of this proposal, designate a much smaller area in the city in which to initially try out the middle housing zone idea, and then move from there. Thank you.

Fritz: I just want to have the same comment to you that there will be a process and the reason I'm probably going to support this is it says that the zoning within a quarter mile where appropriate. So, that process will allow us to decide -- is it one block? Is it a quarter mile? Or is it something in between?

Strunk: And hopefully there will be a very strong public input process.

Fritz: Absolutely, yes. Thank you.

Fish: We're going to do a little housekeeping and we're gonna close at 5:30 sharp. The next six people are gonna be called. That gets us to what number, Karla?

Moore-Love: That will get us through 43, who is Ed Fischer.

Fish: Apologies to all of you who are 44 and above who came hoping to testify. We'll do a housekeeping at 5:30 to talk about next steps and opportunities to be heard.

Fritz: And you did say, President Fish, at the beginning that we'll continue the hearing until 2:00 next Wednesday and what we did today was have the first 20 people -- or the people who didn't get to testify last get to go at that point, and in fact, we won't be taking testimony from anybody else. So if you're here you're in line, you'll get to testify next week.

Fish: You have a golden ticket if you're here in line.

Fritz: Exactly.

Fish: We'll go a through that after we hear from the last six people. Again, apologies to those of you who have been waiting patiently.

Fritz: Heaven knows -- people may have left already.

*****: I'm 40. I'll punt if somebody wants to speak.

Fish: Karla, tell us who the next six are and then we can do some horse trading.

Moore-Love: [reading names]

*****: [inaudible]

Fish: Is there someone who won't be able to come next week who'd like to do a trade? Right here. You guys can work it out outside. [laughter]

Fritz: This is Portland in action. Thank you so much.

Fish: Do we have a third up here? Ma'am, why don't you start while we're waiting?

Kristin Shorey: My name is Kristin Shorey and I'm a resident of Sylvan Highlands and I'm also a board member of the neighborhood association. Today, I'm representing myself.

As a board member the last five years, I have seen a lot of development in our neighborhood. I've witnessed numerous developers come and present to our neighborhood in good faith to work with our neighbors. We have a growing matrix. We are moving from a single family to lots of condos. We have a new development going on at the end of Canyon Court that will be 244 apartments. We're a little nervous about the traffic impact that's going to have in front of east Sylvan, which is designated to become the new odyssey home.

Our current zoning allows this increase, and most of the developers are a small. It's great to have them come and be supportive of our neighborhood. We support the Type III process that they go through. It's allowed for purposeful and reasonable growth, and our hilly, windy neighborhood needs to have that slow, reasonable growth. I'm requesting that

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the Council does not approve Commissioner Novick's amendment number 14 which is for 6141 SW Canyon Court directly down from the 244 large unit that will be going in.

The zoning change of the single parcel is unprecedented and unwarranted as evidenced by the Bureau of Planning and Sustainability, who did a fantastic job doing research in November. This site is not a proposed center or corridor and transit options are limited. Although there are some commercial services within a quarter mile, the transportation infrastructure is congested and any changes merit consideration of a broader, more cohesive area. We completely agree. Thank you for your time.

Fish: Thanks very much. Thanks for hanging out with us. Welcome.

Soren Impey: Hi, my name is Soren Impey and I'm speaking on behalf of Bike Loud PDX where I am a board member, and I will also speak for myself later. I would like to thank the Commissioners for the many projects outlined in the TSP, including improvements to our neighborhood greenways and bike facilities, and most especially, protected bike facilities that have been proposed. We do have a concern about one of the amendments in particular, amendment P90. "Policy-based" was struck from this language and I strongly believe -- so this is P90, which describes a transportation hierarchy. We strongly believe, based on the Portland Plan, the Climate Action Plan, and the bicycle plan, that the transportation hierarchy should be a policy-based -- you know, policy. So, we strongly believe that that language should not be struck from that part of the Comprehensive Plan.

I also want to speak in support of project 40116, which was amended, and we want to support the designation of NE 7th as a major city bike way rather than NE 9th. The rationale for this is this is already a route that's getting a lot of cut-through traffic and is a direct route with less elevation gain, whereas the alternative is indirect with lots of meandering sort of parts of the routes that we think are inappropriate.

Now, I'd just like to finish off by speaking for myself in support of P45, the missing middle. In particular, I would like to mention that P45 is not an example of something that will demolish the historic character of our neighborhoods, but that in many neighborhoods, the missing middle is part of the character. For example, in Buckman where I live as a renter -- the amendments S20, S21, and S22, which are up zones currently, have many missing middle houses. You know -- apartments, garden apartments, and duplexes. So, I would like to point out that the missing middle is actually already a part of the character and history of our neighborhoods. Thanks.

Fish: Thank you, sir. Welcome.

Ty Wyman: Commissioners, thank you so much for accepting my testimony this afternoon. Ty Wyman here speaking in support of M14, which pertains to 6141 SW Canyon Court. I have submitted a couple of letters before and I have no intention of reiterating anything, but I attended the hearing last week and there was a neighbor opponent who testified and I wanted to directly respond to some of his points. You have been given I think six pages, and I would refer you to page three of the documents submitted today just to orient you. You will see 6141 SW Canyon Court in the lower left-hand corner. The amendment would re-designate that from R20 to R5.

The testimony that you heard last week strongly suggested that there is a poor pedestrian environment in this area. And we absolutely disagree and we think that the facts as put before you establish as much. There is continuous sidewalk from the site to the Sylvan commercial node. Not only is there continuous sidewalk, there's a mid-block crosswalk -- of which you don't see a whole lot on the westside -- as well as dedicated bike path -- excuse me, ped-bike pathways that lead directly to the intersection. The other aeriels that I've given you simply highlight that information.

There's also suggestion that this has poor transit access. It's a three minute walk from the site to the Sylvan interchange. The Sylvan interchange is served by the number

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58 bus which leads to Beaverton Transit Center and to downtown. Three to four minute walk to transit absolutely ought to be considered transit-accessible in this day and age.

Last document is from our traffic engineer rebutting the contention that sidewalks would never be installed along SW 61st. Indeed, upon development, they will be.

Fish: And remind us again, you represent -- ?

Wyman: Dr. Nana Rosalee [spelling?], who is the owner of 6141 SW Canyon Court.

Fish: Thank you. Last three? Thanks for your patience.

Michael Mehaffy: Good afternoon. Michael Mehaffy, Executive Director of the Sustasis Foundation, and I'm also a member of the board of the Goose Hollow Neighborhood Association, Goose Hollow Foothills League.

On behalf of our president Tracy Prince, who's also on the board of the Architectural Heritage Center, I'd like to express our great appreciation to Mayor Hales for his amendment number 58 which removed up zoning of the King's Hill historic district. This important amendment will prevent demolition of many priceless architectural assets while retaining the already high residential density of Goose Hollow -- one of the highest in Oregon, in fact.

I'd also like to join the Architectural Heritage Center and express our appreciation to the Council for other amendments to protect the vital heritage on which our city's livability and prosperity depend -- specifically, amendments four and 12. For the record, I'd like to briefly mentioned proposed amendments to policies 3.42 and 42, 4.27, 4.45, and 4.52.

In closing, I'd like to observe that the protection of Portland's heritage is in no way at odds with its sustainable development, it's growth and affordability. On the contrary, let me assert heritage is essential to it. I think we're at a crucial moment as a city where so many of the internationally-celebrated accomplishments of the last four decades are increasingly in peril. Once again, as in the 1960s, we have the danger of -- if you will -- an architectural industrial complex that could tempt us to allow irreversible damage to our urban legacy. It is the neighborhoods and their activism -- sometimes rowdy activism that has made people uncomfortable -- that have safeguarded our livability and our urban quality up to now. This activism has promoted the proven vitality and diversity of a Jane Jacobs urban vision and rebutted the kind of trickle down hypertrophic of, say, an Edward Glaeser, if you know is work. In that light, I urge the City to reinvigorate and not degrade the neighborhood involvement system. Thank you.

Fish: Thank you. Welcome.

Martha Stiven: Thank you, and thank you for extending to 5:30. My name is Marty Stiven, I'm a planning consultant and I'm here tonight on behalf of Belmar Properties and Richard Passentini [spelling?]. I testified before you in January and asked for two amendments to the plan, and I thank you for putting those amendments on your list.

The first is at 60th and Belmont. You heard from the neighborhood tonight. Since we testified before you in January, we met with those neighbors and we heard their concern about the traffic. And then we also learned that the TSP does contain projects 70006 that includes 60th corridor improvements with specific changes to the intersections at Stark, Burnside, Belmont, and Glisan. We then subsequently testified to the Planning and Sustainability Commission on the TSP, asking them to fund those improvements in the TSP. We also went to staff and talked to them about the incremental impact on traffic between a mixed use dispersed and a mix used neighborhood plan designation and learned that given the amount of property and the negligible change in -- the small increase in density that that change would allow, there would be a negligible impact on the transportation system and one that wouldn't show up in their models. So for that reason, your staff is supporting this plan amendment at 60th and Glisan to mixed use neighborhood and we would ask you to continue to support it.

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The other change that we asked for was at 9th and Gibbs, which you've added. We have asked for that to allow additional height and development, and we just want to thank you for putting that on your list too and ask for your continued support. Thank you.

Fish: Thanks very much. Sir, you now officially have the last word.

Ed Fischer: Well, thank you. My name is Ed Fischer and I'm currently the president of the Homestead Neighborhood Association which is up around the OHSU area. On April 8th, I sent a letter to the Mayor and Council expressing the neighborhood's opposition to amendment M20. So, I won't go over the details of that letter right now. I'm here today mostly to reiterate some of our concerns and explain some of the additional reasoning we're using for our opposition to that. And I'm pleased to be the last person you have to listen to today. Thank you for allowing me to be here.

Fish: I think I speak for my colleagues in saying one of the highlights of our job is actually hearings like this because it always brings out the best in Portland. While there's a little bit of the endurance side of the equation, the quality of the testimony and the civility of this conversation I think makes us proud to be Portlanders.

Fischer: I agree. Well said, I agree. As you know, M20 has two parts. One would be extending the mixed use zoning westward away from OHSU along Gibbs from 11th to 12th. Our neighborhood association is against any additional commercialization in that area. We believe that there are enough blocks now, there's a lot of area that's currently zoned mixed use that are not being utilized. There are several vacant lots on the east side of 11th. There are a lot of places up there now that we believe there's sufficient space for commercial development. We would like to keep that from encroaching westward into the residential part of our neighborhood.

So, our neighborhood -- in fact, contrary to testimony you heard earlier, at the meeting on April 5th, the advisory committee, there were only two people voted in favor of the M20 amendment, not four as was said earlier. Those two happened to be the property owner and the person he brought to the meeting with him. The rest of us -- and at the subsequent meeting of the board of directors of the neighborhood association was held right after that meeting, it was unanimous that we opposed M20 as it's currently written.

The second part is up zoning from mixed use neighborhood to mixed use -- from mixed use dispersed to mixed use neighborhood. Our opposition to that primarily is around commercial use and the commercial development that would be possible. One thing that's of significant concern to the neighborhood up there is parking and traffic. And the up zoning to mixed use neighborhood would allow commercial parking structures. The fear is that this could lead to additional traffic on the hill. Currently, there are a lot of residents that are actually selling spots on their property to people working at OHSU in the medical complex. That's a real concern because it exacerbates the traffic situation.

I need to say that we are not necessarily opposed to another tool that you may not have in your tool box and would suggest that perhaps staff or someone could look into it. We're not opposed to increasing the height and providing residential density in those areas, but we believe that going to that up zoning of the commercial use could be detrimental to our neighborhood. In a nutshell, that's my testimony.

Fish: Thank you, sir. Can we have staff come back for a sec to do a little housekeeping? Then we'll close the hearing. We will continue the hearing. Eric, will you walk us through next steps -- people that want to submit written testimony and the continuation of this hearing and what you anticipate in two weeks?

Eric Engstrom, Bureau of Planning and Sustainability: Sure. I believe you earlier closed the hearing and agreed to accept testimony on the first item on the supporting documents through this Friday.

Fish: Friday close of business.

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Engstrom: Right. That's the next step with that. I don't know how many more we have in the queue, but the date we have to continue this is April 27th, 2:00 p.m. in this building.

Moore-Love: Correct.

Fish: We have about 40, 35.

Engstrom: And I'm not sure if you -- earlier I heard maybe that the suggestion that that continuation be just for the people already on the list. Was that right, did I hear correctly?

Fish: I think that's the consensus.

Engstrom: We would also suggest you then continue taking written testimony through that time --

Fish: So ordered.

Engstrom: -- in terms of clarity of when the deadline is. After that point, we still have on our agenda the meeting on the 28th, which we would begin working through the amendments and we agreed to start with the easier, noncontroversial ones.

Fish: And to the extent possible, you'll put those together as packages?

Engstrom: Yeah. And then we have either May 5th or May 11th and we're still working with the Council Clerk to confirm the final session time for that, but that would be a continuation of what we start on the 28th but likely be the more difficult items.

Fish: My hope is since I'm gone that first week that if there's more difficult ones that may have a split vote we would kick over to the 11th so we could have -- I could participate.

Engstrom: That was our intent, I think.

Linly Rees, Deputy City Attorney: Could I get one clarification, Eric? You have two items, one of which you expect to hear testimony on the 27th. Karla has to figure out how this appears on the agenda. Do you want the supporting documents to be continued then to next Thursday, the 28th --

Fish: No.

Rees: -- it doesn't show up on the agenda at all on Wednesday?

Engstrom: Supporting documents would not be on the agenda Wednesday. It would just be taken to the next stage of debating any amendments to that on the 28th.

Rees: OK, but the 395 today would show both for Wednesday and for Thursday afternoon.

Engstrom: Correct, yeah.

Fish: Thank you for that clarification. Colleagues, any questions or concerns? Susan, last word? Thumbs up? OK. Well, we're going to continue this hearing. Thank you all very much.

At 5:36 p.m., Council recessed.

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Closed Caption File of Portland City Council Meeting

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

Key: ***** means unidentified speaker.

APRIL 21, 2016 2:00 PM

Fish: Welcome to city hall arts community, we are so honored to have you as we ponder the state of the arts 2016. Karla would you please read the item?

Moore-Love: Roll call?

Fish: And do a roll call first.

[Roll call]

Item 396.

Fish: Eloise and Jan would you please come forward while I make some opening remarks?

Fish: Good afternoon everyone, as president of the council and the city's arts commissioner it is an honor to welcome you to city hall and introduce my third state of the arts presentation. This annual celebration of the arts is a chance to welcome artists and advocates to city hall, to highlight the accomplishments of the past year, and to have some fun. Portland is known for many things including its natural beauty, its environmental ethic, its commitment to innovation, its food, its quiriness. It's also known as a first tier cultural destination. A place where the creative spirit is nurtured and honored, where arts and culture flourish. This afternoon I'm pleased to first welcome two of our strongest advocates in this movement, Eloise Damrosch, the executive director, and Jan Robertson, Racc board chair. They will kick us you off and introduce other arts leaders joining us here today. Ladies, welcome.

Eloise Damrosch: Thank you very much it's a pleasure to be here as always. Thank you commissioner Fish and the city council and tanks to all of our dedicated friends joining us today. As we do every year we're here to show you some of the success and some of the challenges we have experienced this past year because of your investment in Racc and by extension Portland's arts community and life in our vibrant city. I want to acknowledge and wholeheartedly thank the Racc board many of them who are here today and the Racc staff who's here in legion. Thanks also to Racc grant staffer Jack McNichol for jumping in with tech help.

Fish: Eloise could we ask the racc board members that are here today, please stand and accept or thanks. Let's suspend the rules and give a round of applause. [applause]

Fish: Thank you. And if you are one of the dedicated staff people for racc would you please stand and accept our thanks. There they are: [applause]

Fish: Thank you.

Damrosch: Now I will introduce Jan Robertson.

Jan Robertson: Good afternoon, commissioners. Before we launch into our presentation I want to thank the rousing and talented Obo Addy project for kicking us off with their fabulous drumming. No one is experiencing a post lunchtime slump. Could we give them one more round of applause, please? [applause]

Robertson: The Obo Addy legacy project is one of the many organizations, individual teaching artist who are vital parts of our arts education efforts which enhance student learning and help train our future workforce to be creative, innovative problem solvers. The

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right brain initiative aspires to give every k-8 student in the region access to artists regardless of neighborhood, language or income. Right brain provides new tools to engage students in creative exercises and is especially effective for English language learners. Study after study proves that students do better in school when we engage their whole brains. Last year we shared with you some of the exciting data we tracked test score improvements in right brain schools over time. The right brain initiative continues to grow as this map illustrates. We're now in seven districts, 63 schools, serving 25,000 students and 1,350 educators. About 50 artists and arts organizations partnering are helping us deliver arts-rich learning in the schools. It's also part of the growing s.t.e.m. To s.t.e. a. m. Movement inserting the arts into science, technology, engineering, and math lessons to help students build their creativity and collaboration skills. Our own congress women Suzanne Bonamici co-founded the bipartisan s.t.e.a.m caucus in congress and introduced the amendment to a federal definition of a well-rounded education by adding arts education. This is featured in the new every student succeeds act which replaced no child left behind heralding a new day for education in our nation. Racc is also expanding our arts education roll by supporting arts and music teachers funded by the arts tax. Now that every elementary school in Portland has an arts teacher Racc has begun providing technical assistance and other services to Portland's six school districts and 72 arts and music teachers whose salary are paid by the arts tax. There was one arts specialist for 1100 students and now the ratio is 1 to 400. With arts specialist now in place opportunities for students to experience performances by professional artists are on the rise, thanks to efforts of the music teacher at Prescott elementary school. Students at this Parkrose school were inspired when mariachi included an all-school assembly in their west coast tour. The only all-female mariachi band is based in New York City with one of its members hailing from Portland. We were so pleased that Commissioner Fritz attended the recent Portland public schools arts showcase and spoke about the return of arts to the schools thanks to the arts tax. It was a truly remarkable celebration. And now for another treat for us all. We welcome bravo youth orchestra, an example of how arts specialist together with arts organizations are working together to transform public education.

Fritz: Do music stands come in colors now? Obviously so or did you paint them? They are much more interesting than ones I have ever seen before. Somebody should have thought of that before. [applause] [applause]

Fish: Wow, bravo, young people.

*****: They don't call them that for nothing.

Damrosch: Thank you, bravo musicians. You have accomplished a lot in a short period of time, it's truly remarkable. Thank you, Seth for sharing your incredibly talented students with us. Last year was a celebratory one for racc, marking our 20th anniversary of becoming a nonprofit regional arts council. We threw a 30th birthday party for "Portlandia," and have mayor Hales preside, commissioners Fritz, Fish and Novick standing with him and former mayor Bud Clark, who 30 years ago paddled in his canoe alongside Portlandia as she was barged to her new home. Rose High Bear blessed the event and Storm Large sang together with Addy Chapman school and 80 enthusiastic musicians. In the fall we staged a presentation capped off with a lively music filled reception for our crowd of artists, city employees and friends. During this past year Buster Simpson and Peg Butler created this piece called Cradle, along the greenway in south waterfront. It consists of three trees resting in a tetrapod it consists of four words, provided by the confederated tribes of the Grand Ronde. Cradle offered a dynamic encounter between the waterfront of the anchors and the tree biomass. As Buster Simpson so often does he comments on and brings to like intersections of nature and urban environment. Murals have become an increasingly prominent component of public art in Portland. This recently completed work on the

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Mercado is a welcome addition to this important landmark and reflects traditions of some of the vendors selling their wares inside. Her at open meadow on North Lombard and Emerald street one artist was brought in to work with 40 young students, first of a kind for him to, design and execute this mural, much to the delight of all involved. He has become a great friend and repeat guest at the school. Truly a public art love fest. These and many other murals have been reviewed, approved and partially funded by the racc and the city. This was the brainchild of child of gauge Hamilton and mark Wagner, co-founders of forest for the trees they are both here today. Will you please stand so that we can thank you? [applause] this program over the past three years has resulted in 52 large scale murals by artists from around the world and from Portland. Most are in the central city where there are the most large walls and business owners eager for images to adorn their blank walls. The forest of trees hopes to expand to all corners of the city going forward. Now looking ahead, works that aren't quite here yet, I have to share with you some of what's ahead. This is a list of projects? -- parks. Part of the bond measure I know commissioner Fritz lives and breathes every day, there are a series -- there's a series of new parks and each one of these will have some form of artistic expression in them. You can see from their addresses that these are kind of far flung out into the neighborhood, which is great. Many of these areas are not typically touched as much as some other parts of city, due to public construction. We're looking forward to seeing what's ahead in the coming months. Next is a work in progress by Boston artist nick yung kim for the east end of the sellwood bridge. To be called "stratum" this is one in fabrication. I hope you can make it out. 14 feet high, these 23 sculptures will march up each sight of Tacoma avenue between the bridge and 6th. These steel forms will have rich patinas that reflect the layers of the river itself. The pieces will be fabricated locally and installed this summer. The art project is funded by the city's percent for art. Multnomah County's ordinance for arts exempts bridges. Next is river garden a work in progress to be placed in the south waterfront along the river. This image -- here you can see it in clay -- will be cast in glass and be the face of the garden sculpture designed with the following themes in mind, honoring ancestors, respecting nature, healing and understanding and sustainability. Lillian land writes, "It'll stand as tribute to the resilience and enduring abilities of the native people. Some cities have requirements for public art developers, we do not. Although we have certain opportunities in the city code for developers to include art in their projects and we hope and of course wholeheartedly endorse that. Using the floor area ratio public art bonus, the artists of risers a & d created three sculptures north of the Fremont bridge. These sculptures celebrate the work of master penman and rail yard watcher tom, who worked in railyards that preceded the Portland pearl district. The painted columns of the love joy ramp. Although the ramp is demolished and paintings have somewhat disintegrated, they help carry tom's story into the future. Last but not least is the dumbbell, gorilla development in the heart of the Burnside bridge area. The two towers will be hand painted with original artwork on all eight of its elevations. Developer Kevin Cavanaugh is currently working with racc on the selection of an artist. This building will clearly stand out, small though it will be, against the surrounding glass and steel of the architecture currently under construction. This is clearly a rendering since we don't have the artist's vision yet.

Fritz: How would that work when that needs to be repainted? Will it need to be repainted in its current form?

Damrosch: Yes, and there will be a covenant with the owner to make sure it's done.

Fritz: That's a very significant investment.

Damrosch: It is. Part of the building is pretty hard to reach so we're hoping that it's not going to be a question of having to paint the whole building if it gets tagged.

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Fritz: I wasn't thinking just about getting tagged, paint deteriorates and it needs to be redone. The covenant will be there so when the whole building needs to be repainted it'll get done like that again?

Damrosch: Yes. And they are using and very, very durable kind of paint. Good question.

Fritz: Impressive.

Damrosch: That's the first thing that pops into our minds, how do we make sure it stays looking right.

Fritz: It's been interesting to watch the renovation of the mural on the historical society and looking forward to seeing that restored to its former glory.

Damrosch: Exactly. And now turning to highlights of our grants program, I would like to welcome a Susheela Jayapal who is the chair of our grants review committee.

Fish: Welcome.

Susheela Jayapal: Thank you. Good afternoon, commissioners. As chair of racc's grants review committee it's my pleasure to be here with you today. Thanks to the arts tax and racc's continued fund-raising efforts we have been able to significantly increase the size and number of racc grants over the last two years. Just five years ago racc granted a total of \$3 million to artists and nonprofit organizations. This year we will award more than \$4.8 million. As you can see from this chart general fund investment from the city in three counties in blue have been up and down. And our fund-raising efforts including work for art in yellow add to the total. The arts tax in green is what has enabled us to get where we are today but we still have a long way go to achieve the goals of ballot measure 26146 shown in orange. This year organizations are receiving an average of 3.6% of their budgets from racc compared to the goal and the national average of 5%. And the funds envisioned to expand arts access currently stands at \$100,000. A small fraction of the \$1.5 million we had hoped to receive from the arts tax for this purpose. Despite these challenges we do have more grantable funds than we had before. I'm proud to say that we've demonstrated racc's commitment to equity as our grant making programs continue to evolve. Arts organizations receive general operating support, using their increased allocations to expand programs and services for underrepresented communities. And this past year racc awarded a significant number of its project grants, 28%, to artists of color. Also this year Multnomah county contributed funds to the arts access goals of the arts tax to help us launch a new grant program, the arts equity grant. These grants formerly known as expanding cultural access grants, are specifically targeted for organizations working with communities of color, immigrants, refugees, underserved neighborhoods, persons with disabilities, lgbtq communities, and other underrepresented residents of Portland and Multnomah County. We will announce 100,000 in arts equity grants next month. In the meantime, I am pleased that three racc grant recipients are here with us today to tell you how racc's support made a difference to their renovations and to our community. Daryl grant joins us to describe how a racc project grant helped him with new work. Andrew proctor will describe our general operating support impacted literary arts stunning first year. And Luann Algozo from apano is here to talk about the grant that made possible the launch of their cultural events series in the jade district. Thank you.

Fish: Thank you. [applause] Welcome.

Darrell Grant: Thank you, commissioner.

Fish: Kick us off, Darrell.

Darrel Grant: I appreciate racc allowing me the opportunity to come and speak about the impact of racc project grant. I'm recalling that I moved here in 1997 and I had never applied for a grant before. The very first funding I ever received was a thousand-dollar development technological development grant for racc, the very first research project I ever carried out. And so it was this incredible moment for me of sort of understanding

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there's a connection between the community in which you live as an artist and the opportunity to do projects that impact both your career and the community that you serve as an artist this. Last racc grant I got was for a project I conceived called "the territory." in 2012 I received funding from chamber music America to write a new -- write and perform a new jazz work. And the project that I was inspired to do was to write a piece that kind of described both the historical geological territory of Oregon, but also the cultural history and those stories of sort of what made this a unique place. The territory was a 60-minute live performance for 9 musicians which we premiered at chamber music northwest and later were able to perform it in New York City. I requested a grant from racc to be able to mix, master and produce the reporting. I was very pleased to be able to do that. In one sense you could say this is the product, this c.d. But it was really much bigger than that. The thing I was really interested in was pursuing a conversation, not just with other musicians but with other artists from different disciplines and creative people from different disciplines about how place impacts their work. So racc also funded the idea I had to collect video interviews with different people, Kevin Cavanaugh, the designer was one of those. Shambry, the actor, all of us making special and unique work that was connected to this place. And so that conversation sort of rippled out and we were able to produce a video from that which screened at my c.d. Release. And which a portion of which will be referred to in an opb artbeat show which airs tonight which hair airs tonight about the territory project. I guess the thing I would say about racc is it affects individual artists, is that I like to use the metaphor of an ecosystem or an ecology. All of us, both artists and arts institutions and patrons and government are all sort of fixtures or factors in this ecology. I like to think of racc as something like an aquifer or a watering hole, right? There's an idea for me as an artist that I need to travel around the world to make my art. When I want to commit to a place, I need a place that the resources are available to me to carry out the work that I do in this place. And I feel like racc provides access to those particular resources that allow us to impact the place that we live to, think of ourselves, you know, as connected. And to allow our work to have resonance and significance in the community. So that's what I would think.

Fish: Awesome.

Fish: Welcome, Andrew.

Andrew Proctor: Thank you for having me, grateful to be mere and grateful for you making time to have this wonderful couple of hours. I'm the director of the literary arts. I probably know the book awards and fellowships programs and letters in schools. We now run Woodstock, on the one hand Portland's book festival, but also a huge cross second order collaboration that includes nonprofits in literature, music, visual arts, broadcast, include for profits large and small. General operating support is what we receive from racc. I think of everyone in this room who does receive it will understand, it is essential in creating a stable organization that allows us to go out and take risks and collaborate and create a lot of value for the community. When we were asked to take on Woodstock it was having hard times in terms of attendance and financing. We needed a new home and new program vision that was collaborative. On the strength of a phone call the art museum was provided us to entirely free of charge. The festival in one stroke had a new venue in downtown Portland. During our efforts with Powell's books, the Multnomah county library and following them were some credible funders including the miller foundation, Myer and Murdoch. That meant we had a place a venue, and some no one get going. We hired a Amanda Bullock a fabulous director and she did an amazing job on November 27th, 2015. One day downtown, everybody 12 and under was free anyone with a high school ID were free. Opb reported the entire festival shoal released on Oregon public broadcasting. There were 150 writers, 50 of them were Oregonians and 50 from the national stage.

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There were 43 events, 67 pop-up events throughout the art museum. There were programs for all ages. 16 workshops and many free youth workshops. There were 250 volunteers. In terms of attendance, about 2.5 thousand people went over two days. Normally on a Saturday in November about a thousand people visit the Portland art museum for Woodstock over 8,000 people attended in a single day, including over 800 students which made it a truly intergenerational day. The impact on small and large businesses was huge. We featured dozens of small presses in the book fair. They were cleaned out that day in terms of stock. Powell's books doubled their sales from previous festivals that day. The booths looked like they had had a riot, they were so cleaned out. Hundreds of writers presented work on diversity topics, local, national, international. Thousands of readers came downtown and discovered new writers and idea, talked and ate together, and discovered new music and art. This whole journey began by having stable funders, especially the generating pool that allowed us to go out and take these incredible chances in the community. I think it was a wonderful event. I really am grateful for the racc's general operating support.

Luanna Algosó: Good afternoon, members of city council, commissioner Fish, Commissioner Fritz and commissioner novick. And thank you for the opportunity to come before you all today to talk about our experience in receiving the expanding cultural access grant from the regional arts and culture council to support the state of the arts proposal. I'm Luanne Algosó the community engagement manager of the Asian pacific network otherwise known as apano. We're a grass roots organization that organizes, and empowers in achieving social justice. Since they were unable to be present with me today, bringing in the members of the apano member project. Otherwise known as amp was identified as artists and creatives emerging and established, ranging from a wide spectrum of genre such as music, visual arts, film, and technology. I had the honor of being the staff support for this group as well as managing Apanos overall arts and culture programming including the jade midway creative place making program where we worked with artists from east Portland to use art as a tool to address issues around transportation, housing and community identity. We're grateful to have commissioner Fish serve and exofficio on our place making committee. I'm here to testify with regard to racc and to share apano's experience in receiving the grant from racc last year. Apano has been engaged in the arts work since 1996, as a method to celebrate and recognize our experiences as a community. But in more recent years throughout each program area at apano there is now a component of arts and rupture work that members have created to support in amplifying issues, whether through theater, music, visual arts or poetry. After the creation of the arts media project members came together to host the mic check series which took place between July, 2015, and March 2016. Events consisted of an open mic night, poetry specifically for the api queer and trans community. A play about civil rights activist most famous for his protest of the curfew imposed on Japanese-Americans during World War II. Cultural performs that took place at jade international night market. A show that highlights api women, queer and trans comedians locally and internationally. And a workshop by trans south Asian duo dark matter. The mic check works by amplifying experiences and issues within the api community that are often unheard or intentionally silenced. Without the funding from racc we would not have been able to create the space for these stories to be shared, not on the api community but with the public. As a way to connect our stories. Each used a method that further connected communities to the issues apano was working on, specifically around health, education and lgbtq issues. It was important to have opportunities to raise issues around gender, reproductive issues that tend to be fraught with tension in the api community. During our jade international night market, it brought around 25,000 people in during each weekend last year. We truly appreciate the support

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from racc which enabled us to do support in ways we didn't think was possible. The cultural event series we're hoping will be a continuing event for apano. Thank you for the opportunity to testify before you today and about our experiences and racc's support.

Fish: Thank you very much. Let's give them all a round of applause. [applause] thank you.

Damrosch: Thanks to all three of you for your inspiring accounts. And thank you Susheela for your leadership in our grants practice. Next year we'll have many more stories such as these as we see the results of our new arts equity grants currently being reviewed. Now it's my distinct pleasure to introduce racc board member, cochair of work for arts and fearless leader of our world famous Portland timbers, who will talk about advocacy and development highlights at racc.

Fish: Mike has been impossible ever since last-week weekend. The thoroughness and the timbers won.

Mike Golub: I was impossible before.

Fish: Welcome, mike.

Golub: Thank you, good afternoon, pleased to be here. We will share with you some of the ways we're engaged in the private sector in support of the arts, in collaboration and symbiosis between businesses and the arts, what the American arts called the partnership movement. It's a vital component for a vital and growing arts community in any city. As many of you know, business for the culture and arts, bca recently closed its doors. Racc worked with the outgoing board to work for a successful program. The arts leadership and breakfast of champions are both successful and programs. They train business leaders to become valuable board members for nonprofits, particularly in the arts and culture sector. Recently 38 people completed the core and celebrated with a speed dating event where they met representatives of local arts organizations looking for new board members. This past February 320 arts and business leaders our arts breakfast of champions at the Portland art museum. The event brings together companies large and small and arts supporters large and small. We recognized top donors and champion for the arts including Greg ness who's shown here. We hope this continues to be a signature event every year. We raised about \$10,000 from this year's breakfast which will be accrued to this year's work for art campaign. The work for art campaign as many of you know is our employee giving program. We are now in our 10th year of work for art. We've raised more than \$7 million benefiting over a hundred arts organizations around the community. This year we have more than 2,000 donors from more than 70 companies who participated. We want to thank commissioner Fish who's been a wonderful solid supporter of work for art. This being our 10th year we set an ambitious goal of raising a million dollars a record raise. Pleased to report we are more than 85% there. But to get us towards the finish line over the next couple of months we are introducing a new event to the community, battle of the bands. May 12th at the crystal ballroom you will see seven employ bands from companies such as burger Ville, key bank, Keizer, pge, and we'll have other surprise acts will have a celebrity panel of judges and it'll be a great night. To preview what you will see and here I wanted to introduce Paula and Brian. By day they are owe they are work for zgf architects. Paula and Brian, take it away.

Paula Bergin: Thank you, mike. And thank you for having us today. It's a delight to be here, wonderful to be able to compete. I say that loosely. [Indiscernible] so Brian and I, we are part of the zgf band, pencil staff and straight edge ruler. I don't want to have to explain that. But anyway, -- [indiscernible]. We have a member of pop royalty who passed away today. About 90 minutes ago we decided to play something else. [applause] १११ [cheers and applause]

Fish: Wow.

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Damrosch: Wow. Thank you Brian and Paula. I hope that inspires you all to come to the battle of the bands and see what other talent is lurking beneath the working people of this community.

Fish: Who knew?

Damrosch: Who knew? So it's closing I am so pleased and privileged that RACC is the steward of the city's investment in arts and culture. We see and hear the fruits of this work every day in all parts of our city, from community centers to concert halls, from schools to city streets, from established art spaces to pop-ups in parks and neighborhood cafes. We know many people visit here for the arts. We see them following the public art walking tour and flocking to performance festivals and diverse cultural celebrations of all kind. At the heart of all this are artists' organizations and arts lovers. Crucial to all of this richness is the financial commitment the city has provided and the personal value you each place on a thriving arts community, for all Portlanders. We are here to say collectively thank you, and to pledge that together we will keep the arts strong, vibrant and thriving moving into the future. Thanks very much.

Fish: Thank you very much, Eloise.

Fritz: I have a question. I appreciate the detailed report and of course the performances, thank you, everybody for being here. The report shows the total revenue of \$9.7 million, \$8 million comes from the public and about \$7 million of that comes from the city of Portland, including \$5.6 million from the general fund. I'm very proud of the investment we have made over the seven years I've been on the council. I'm committed to continuing that in that investment and that's aside from the arts tax its continuing money from the taxpayers of Portland. It's very clear that it's a regional wonder that we have such a vibrant arts and culture commission. It's also about business, about jobs, it's about attracting the kinds of creative businesses including software developers and others, as well as creative artists so. How are we going get the other jurisdictions to pay their fair share I think is a big question. I'm glad to hear that Multnomah County gave us some money. How much did Multnomah County give last year?

Damrosch: They moved us from \$170,000 to \$300,000 plus an additional \$75,000 for right brain initiative.

Fritz: So they doubled. Which is god. If we could keep them doubling every year.

Damrosch: That's the plan.

Fritz: I just charge all of us with that just as I was educated when I first came onto the council about parks are more than fun and games, arts and culture are more than music and performance. It really is a part of who we are as a city. I don't expect to you have an answer but I also wanted to comment I appreciate the emphasis on equity and making sure everyone in our community has the opportunity not only to experience but to benefit from the moneys the public dedicates. I think this is the next challenge, folks. We've got the arts tax passed, it is currently providing teachers in school which is the main thing. It needs to fulfill its promises both to the taxpayers and to the RACC and the community. How are we collectively going get Beaverton and Hillsboro and Lake Oswego and Dunthorpe to pay their fair share? So you may have some thoughts on that.

Novick: Especially dunthorpe.

Damrosch: I can say that because I was out in Clackamas County just yet yesterday meeting three of the commissioners and met with the others, as well. We have asked for actually a reinstatement from a cut they gave us a couple years ago. I would say on balance it's looking more promising, although there a bit unpredictable. We have also asked for an increase from Washington County specifically to support some of our partners based in Washington County so that the whole infrastructure of the arts in the counties will be stronger. So combination of more funds that we reinvest for them, also strengthening

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their own leadership in the county. And that's gathering some traction. I've recently been meeting with metro councilors. If you look at the history of racc over the 20 years, when we took on the region, the same region metro is responsible, for they were funding us way more substantially than they are now. There's a variety of factors but i've been meeting with some of my board members along with each of the councilmembers, to try to sort of blow some breath on them of coals that have gotten a little cool. They are very receptive, they have the same problem everybody else does. They don't know where the money comes from.

Fish: I appreciate Commissioner Fritz raising this issue. I think it's really important that we boost participation regionally. One thing that struck me at the racc arts forum, first of all, I was so encouraged by what I heard from everybody who was on the stage, I would say including my colleagues, it was a proud moment for me. But it also occurs to me when you know you're going to have a leadership transition, and we will have a new mayor, the question is will it be decided may or November and who. One of the first orders of business is for that mayor to address this question. We have not in the last three and a half years had such a gathering hosted by city hall. I think that in light of comments that Amanda's made, I think its incumbent on us to suggest to the mayor-elect to bring our regional partners in, talk about shared values and start to drill down on how we can boost participation outside of Multnomah County. I applaud Amanda for raising it. I think we can push the mayor-elect towards that.

Fritz: And we'll need you all to come back, right?

Fish: I believe we have a few people who have testified. We're going take them and then take a motion to accept the report and then do closing statements. If we could just pause for a second. Karla how many signed up?

Moore-Love: I show three people. [names being read]

Fish: Do we have three people signed up?

Fish: Come on up.

Fish: If you could come up. Is Jim here? Why don't we start, Ian, would you like to kick us off?

Ian Mouser: Sure. Can you hear me all right? It's a bit of an echo. I'm the founder and director of my voice music. We use music and therapy and a way to teach skills. We work with about 2,000 a year and work with them on a one-time basis, or we might work with them week after week, year after year. One particular youth we worked with, an intersection of my voice music and the regional arts and culture council. This young person was in crisis when we met her about four years ago, she had just been discharge from the hospital, her father had just lost his job and her mom was in the hospital with physical illness. Their family didn't know where they were going get rent each month, let alone find a place for their daughter to find extracurricular activities such as a summertime free rock camp. This young person came us to and because she came us to that summer she got engaged in our weekly programs. Because of that she started showing up year after year. We began to form long term relationships with this young person. Now this person is a student at Portland community college, she got her ged and shes working and creating a fulfilling life for herself. I asked her what was it that allowed to you be here right now. She said that first rock camp from my voice music changed her life and changed the trajectory of her life. It gave her hope when she was in crisis and gave her a new aspiration to pursue. It gave her inspiration that could support her, adults who could support her and she could see a new path for herself. It takes a spark to change a person's life forever. It can start a fire in a person whose consequence we may not know for years down the road. The regional arts and culture council supports that concept for

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about the arts tax to get it passed to help them understand why we need arts teachers in schools. We have that. We're continuing to fund at the city level. We have to find more ways to fund so starving artists are not starving, so they are valued members of our community who have jobs that can help them pay rent and buy houses and put their kids through college like anybody else's job. I think that's the next challenge and I'm sure you're up to it. Thank you very much, commissioner Fish, for your leadership on this issue. I'm looking forward to working with the next mayor to figure out how we can get the other jurisdictions to help step up on this. Aye.

Fish: Thank you, colleagues. It is a tremendous honor to serve on a council that believes passionately in arts and culture. To be part of a tradition of success in our community that dates back many years of support for the arts. First I want to say mayor haes sends his regrets, he is on council business in Europe but he is here in spirit. I want to make a few comments about the past year. As some of you know this is a year in which my family fled to Europe so I have a lot of extra time on my hands. I often chose in the evenings between going home or maybe getting out and seeing more things. It's been a year where I've had the great pleasure of partaking of more art and culture and being a patron, and seeing more wonderful things. Boy, have I seen wonderful things. I am so grateful for the abundance of great art and culture in our community. As some of you know, I'm particularly partial to modern dance, which is odd because I don't understand the conceptually and I don't dance. But there's such beauty in dance and such joy in seeing movement and expression on the stage. So I want to thank white bird and body box and northwest dance and all of our great dance institutions in our town who against all odds are continuing to persevere. I want to particularly say to Wally and Paul, it's about time you guys got married, congratulations. [applause] we're so blessed to have so many festivals here that bring world-class art and a highlight for me was the great Diane reeves who sang at sold-out concert here, a great jazz singer who just brought her passion to Portland and just overwhelmed us. We're a great film town and I had the honor recently of seeing some academy award nominated shorts at the art museum, including one "the chronicle of a Syrian doctor" who takes a trip to Syria to treat the victims of that civil war. Next time we hear someone talk about restricting Syrian immigrants we can think of this doctor who so bravely serves the world and calls Portland home. The film about his life was nominated for an academy award. I've been able to witness great literature through literary arts through so many organizations that bring the best of the world to Portland to for our benefit. Unlike many other cities, independent bookstores are thriving and growing, not shrinking. Cities across the country dealing with the real estate boom, independent bookstores are contracting. We have more and more choices. I'm grateful the opera turned 50 and celebrated with style. The opera in our community is of such great class and accomplishment, and I'm excited about the fact that the opera is moving to a summer schedule, where we'll have even more choices each summer. I'm grateful to tony starlight for the show he continues to run in our community and the local talent he showcases. I'm grateful for the artists of fame that remind us that regardless of our abilities, and regardless of where we come from and who we are, we all have a spirit that we can share with others and celebrate. And I'm so grateful fame calls Portland home. I could go on and on and on with what I witnessed and what touched me in the past year. But I want to pivot to what I see as the challenges ahead that we need to union night around. This past year we celebrated a great anniversary for racc and we celebrated 35 years of percent for art, we celebrated the arts tax and the progress, extraordinary accomplishments of the right brain initiative, thanks to mike's leadership we're continuing to make progress with work for art. There are so many pieces we're celebrating. But there are some great challenges we have to unite around. We have to collect more revenue from the arts tax. We have to

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bring general operating support to some of our most important institutions to 5%. This council will be working with the revenue bureau to boost the collections. If anyone listening today hasn't paid their arts tax, please do so. 40,000 young people in our community have arts instruction like many of us took for granted when we were kids. We have additional revenue that comes to racc to help support art in our community and we've got to do better. One challenge is to boost the collections from the arts tax. A second challenge is to make sure that as our city continues to grow and prosper, we do not price out the nonprofit arts organizations that bring such distinction to our community. One of the great pressures in our community right now is with rising rents. Groups are being priced out. They are not just at risk of being sent to the margins of our community or to other counties and jurisdictions, we're at risk of losing some of our nonprofit organizations to other cities that would be happy to compete for our bounty. I think a second challenge we face is to figure how a great public-private effort can be launched to keep our great nonprofit arts organizations in Portland, and help them deal with an increasingly unaffordable real estate environment. The reason by the way I feel optimistic about that, the last time we brought a bunch of really smart people together and challenged them with something that was on the horizon but had eluded us, they came together and figured out the arts tax. They were able to convince 60% of the voters it is worth investing in the arts. If we unleashed the creativity and in general not a, how do we make sure that fame stays with us? How do we make sure the theater continues to call here home? I think we can come up with some innovative solutions in the Portland way and I think that's a second challenge. The third challenge I think is not to take for granted what we have. In my view there are four things about Portland in addition to the great natural beauty and the people that call Portland home that make this a uniquely special place. The first that is we are deeply committed to this idea of nature in the city. We celebrate the idea that we bring nature into the city and don't see them at either/or, we see them as one. The second is we're on the forefront of a global movement around stability and we're working to transform our economy to capture the advantage of that sustainable wave. The third is we're a small business town, not a town with a lot of fortune 500s, we're a town with a lot of mom and pops. 95% of the businesses which anchor our city have five or fewer employees. We should celebrate that, there are so many benefits to being a small business town. The fourth thing that makes us so special, that we experience every day, we are a city that honors and celebrates art and culture. We don't compare ourselves to any other city because we're different. And we're Portland sized and Portland scaled. But I think our third challenge is never to take for granted. It took generations of people building the momentum which led us to this day where work celebrate so many wonderful things that happened last year. But there is nothing that says it's inevitable. It will require our continued vigilance. So I want to challenge everybody here today and within our listening audience to do three things. First, sign up for work for art. Please, for god's sake give mike a break, join work for art. He need to get to \$1 million, you'll get a arts card and we'll all feel good about what we do. Last year mike brought Daimler trucks into the fold. He sat down with the head of the company and mr. Baum agreed to bring in the whole company. Why does it matter that we have a headquarter business in Portland. Think about the power of Daimler through its employees celebrating the arts. Let's give a hand. [applause]

Fish: Number one, join work for art. Number two, please pay your arts tax. An alarming number of people in our community think it's a discretionary tax. The voters have said we're going participate in this great exercise. Please pay your tax. The third is every day take a moment to support and celebrate the art that you're passionate about. Each of us are drawn to something different and unique. Each of us has chance by being a patron

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and supporter to nurture something gradient our community. We are all stewards of this great art and culture scene. Let's take a moment every day to celebrate it and to support it and let's never take it for granted. To Eloise and Jan and the board and the staff, we are so grateful for the leadership that you have provided all these many years and particularly this past year. As we're poised looking forward to have a new leadership at city hall, and a new vision for how we are all going to collaborate around the arts, let's recommit to continuing to strive for greatness, generous support of the arts, celebrating what we achieve. Let's set our sights on what I believe is the next great challenge to make sure we don't lose the great arts organizations that call Portland home. Let's make sure they can afford to be in Portland and add such joy to our lives. With that it is my great honor to vote aye and the report is accepted. Thank you all very much. [applause] we will take three-minute recess so people can transition. We have one more time certain today. Thank you. [break] [gavel pounded]

At 3:19 p.m. council recessed.

At 3:24 p.m. council reconvened

Fish: All right, we're going to try to soldier on here. Karla, how are you?

Moore-Love: I'm good.

Fish: Could you please read the next item.

Item 397.

Moore-Love: I'm 397, authorize \$65,000 for a grant agreement with momentum alliance through the diversity and civic leadership program to support community engagement activities for communities of color, immigrants and refugees through October 31, 2016.

Fish: Commissioner Amanda Fritz.

Fritz: Thank you, president Fish, welcome everybody. Now in its 10th year the diversity and civic leadership program is central to meeting office of neighborhood involvement's community engagement goals which are the indeed the community engagement goals of the city of Portland. These goals include increasing the number and diversity of people involved in community, strengthening community capacity and increasing community impacts on public decisions. The diversity and civic leadership grants focus on expanding new community leaders and understanding of how the city works and how to communicate with and engage with city bureaus on an ongoing bases. In other words, how to make a difference. There is also a focus on new partnerships between organizations representing communities of color and immigrants and refugee organizations, so that they work together as constructively as possible. Today we are thrilled to welcome momentum alliance, as the sixth diversity and civic leadership partner organization with this ordinance before council, to improve for this year a \$65,000 grant for the current fiscal year and then ongoing funding. The determination to fund momentum alliance is a result of council action last year to expand diversity and community leadership program by adding a sixth community partner. The office of neighborhood involvement organized a competitive process resulting in nine applications being reviewed by committee composed of five community representatives, all people of color or immigrants or refugees as well as representatives from commissioner novicks office and mine. Momentum alliance is well suited to expand the range of communities served by the office of neighborhood involvement and the city. In a few minute we'll be hearing from represents of the momentum alliance to hear more about their organization and work and then we'll get updates from other diversity and civic leadership grantees, the center for intercultural organizing, Latino network, Immigrant community refugee organization, native American youth and family center and the urban league of Portland. I know invite jerry Jimenez, the program coordinator for the office of neighborhood involvement's diversity and civic leadership program to introduce herself and her panelists. [cheers and applause]

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Jeri Jimenez, Office of Neighborhood Involvement: I was sitting in here during the music, I'm all jazzed up.

Fritz: We can clap today, we are suspending the rules.

Jimenez: I work for office of neighborhood involvement. 10 years ago I came here to work on developing a community created diversity and civic leadership partners. And so the program is 10 years old. I would like to especially thank Commissioner Fritz for being our champion for the whole 10 years of our process, since its inception. The city has spent time, money, trust and energy in a program we didn't know would work, and it succeeded every expectation we could imagine, increasing the diversity and voice of Portlanders and new Portlanders. Across the city the following request of community connect to support more engagement from the Portland community that historically had not happened much. In 2015 we released a seven-year report on what we had learned and what the dcl partners had achieved so far, and left some copies with Karla the report concluded we had succeeded at meeting our goals for more participation, doubling community capacity and the impact on public decisions. We also last year received an acknowledgement from the center as one of the top 10 innovations in American government. That was pretty exciting. Not only are we able through your support to be here today and add our sixth partner, we're also opening up a small grants program this spring, as well. We have members from each dcl partnership here today to give you a brief update of the programs and we'll start with the three young women from the momentum alliance. We have Zakia Williams, Karla Castaneda and Emily Lyon. After that we've had a request for urban league to go next if that's okay. Thank you.

Zakia Williams: Thank you for having us here today. I am from a body that ate beans and rice growing up when my parents couldn't make rent, I am a first generation college student who will be receiving a master's degree next year. People assume that because I am a black woman that I am angry, people assume that I grew up in the hood and that I am a stereotype, people assume that because I am educated that I am no longer engaged in the struggle. You can learn from me, that person that is terrified of public speaking can be speaking in front of you today. You can learn from me that being quiet doesn't mean that I can't speak volumes. You can learn from me that sharing your story can be the most powerful tool in healing. I am Zakia I stand for black lives all black lives, lesbian, gay, bisexual, queer and Trans black lives.

Karla Castaneda: I am undocumented, I am a dreamer. People assume that because I'm a fighter I never lose hope. People assume that because I have an accent and don't always use proper grammar that I am uneducated. People assume that because I'm a girl I can't make decisions about my own body and safety. You can learn from me how a fearful undocumented student can fight for her dream, work full time, take care of her family all while receiving scholarships to attend college. You can learn through me how being Mexican can trap a person into a stereotype, but learning one step of dance has connected me to my roots. You can learn from me how a shy girl can go to our state, and our nation's capital, tell our stories to change laws, I am Karla and I stand for people with disabilities.

Emily Lyon: I am the daughter of Taiwanese immigrants, I am from thinking that dieting and shrinking myself would make me more beautiful. I am an aspiring dancer who hopes to find freedom in dance. People assume because I'm an Asian woman I should be soft spoken and submissive. People assume because I wear revealing clothes at work that I am unprofessional and don't take my work seriously. People assume, because I have a sexually transmitted infection I should be ashamed of myself. You can learn from me, how being open and honest, about having genital herpes, makes my relationship with others and my own body stronger, you can learn from me how the struggle for self-love, can be

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the greatest struggle of all. You can learn from me how to be an outspoken advocate for social justice. I am Emily, and I stand for all immigrants. We are momentum alliance. [applause]

Williams: The alliance is a youth-led, social justice, nonprofit. This mission is to inspire young people, to realize their power individually, and collectively. And to mentor future social justice leaders. Nothing about youth without youth. We believe that youth should be leaders in our own lives, and our city. With experienced coaches and allies, we support young people from under-represented communities to be social advocates, decision-makers and leaders in the public, private, and nonprofit sectors. Most people impacted should be the ones at the table. Identifying solutions, and making decisions. This is why youth have decision-making power at all levels of our organization. This is why -- sorry. Our founder's board, staff, and participants are all young people from under-represented communities, and we seek to engage and inspire.

Lyon: In order to ensure that our organization is led by young people, our by-laws state that 51% of the board has to be 25 years old and younger. Presently out of 25 board members, 75% of our board is 25 and under. With our youngest board chairs, being 14 and 23. 85% of our board are people of color. 75% of the staff are people of color. 65% of our staff is 30 years old and under. Our program coordinator, Karla Castaneda, and our youth director, Vanessa Dominguez, were both hired at the age of 19 after being program participants. Our co-executive director, Diego Hernandez who is also here, was a founding board member at the age of 23, and hired at the age of 26. That said, we have staff who are in their mid-60s and 40s. We believe deeply in the power of inter-generational and inter-cultural alliances. We work with young people, between the ages of 14-30. We are undocumented, immigrant, indigenous, teen parents, allies, and lgbtq, ia, and we are raised in seven religious traditions. We are gang affected, hiv and sti positive, and low income, youth of color. Youth with disabilities, youth experiencing foster care and shelters, and youth transitioning from homelessness and incarceration, youth who have experienced war, genocide, domestic violence, sexual assault, and racial profiling, and displacement.

Castaneda: I am an undocumented Mexicana that migrated to the United States when I was four. I came with no knowledge of America, only that America is the land where dreams come true. America is the land of the free and the brave. I wasn't free, nor brave. Being undocumented and low income, made everything extremely hard to reach. Like school. Work. And even obtaining a driver's license. Going back to Mexico, to visit my own town, wasn't even an option. While my peers are looking at fasfa and out of state universities, I was wondering if higher education was even an option for me. As a young undocumented high school senior, hoping to go to college, I felt powerless. I was 17 years old, when I was first introduced to the alliance in 2012. They offered me a paid internship, to be a youth leader, at their summer camp. I got to meet the youth like me. Who were undocumented, passionate, and taking action. We organized, canvassed, and lobbied legislators to expand access to financial aid, for undocumented students. From then on, I knew the importance of youth organizing and youth civic engagement and I learned that as a 17-year-old I could be a leader, and that I could also be brave. I was invited to attend a reproductive justice, workshop with another undocumented youth. And I knew that this was an important issue that I wanted to organize around. Reproductive justice, when all people have the power and the resources to make our own decisions about our own bodies, and lives, without fear of shame, discrimination, and violence. The first meeting we attended, for reproductive justice, was a room filled with older people. And we felt like we did not have a say. Yet, we do. We had a voice. We were there, for others to see that young people are ready to take action. Sex. Gender. Sexuality, relationships, healthcare,

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contraception, abortion. These things have a huge impact on our lives and our families. But, there is a lot of silence and shame around these things. So last year, at the age of 19, I held onto the reproductive justice youth advocates cohorts where young people have a safe space to talk about these things. Our program meets every other Sunday, and we use storytelling and relationship building to build power. Because we know that our stories are a valuable tool for social change. We know that building relationships reduces the sense of isolation and powerlessness's that underrepresented young people feel in our city. Along the way, we dive into the political action, and civic engagement. With partnerships with other organizations, we learned about local, state, and national politics. We learned how to, how a bill becomes a law, and how county resolutions pass, and how ballot measures work. And we learn how to canvas, give testimony, lobby public officials, and evaluate policies. The Zakia and Emily, both were program participants last year and want to share their stories on the importance of leadership development, with underrepresented and marginalized young people.

Williams: I moved to Portland several years ago, several years ago from Texas. To pursue a master's degree in marriage and family therapy at Lewis and Clark college. I joined m.a. Because I wanted to be involved in the Portland community, and with reproductive rights. I am passionate about, passionate about reproductive healthcare access. I come from a state that is constantly shutting down abortion clinics, and restricting women's access to healthcare. I wanted to use the frustration from my home state in my new home. I was accepted to momentum alliances reproductive advocates, cohorts in February of last year. By March I was attending my first lobby day in Salem. It was that momentum alliance that I had my first lobbying experience. We traveled to our state capitol multiple times, to lobby for bills that would expand healthcare access, housing, and education opportunities. I remember taking a selfie with Governor Kate brown. We told legislators that low income women, and women of color, trans-people and undocumented people, must have access to affordable healthcare. We told them that families affected by poverty, incarceration, and domestic violence must have access to stable housing. When you see such a diverse group of young people in the state capitol, you realize that leadership can and should take diverse form. We might be young. We might not look like, talk like, dress like, or act like your typical leader, but we are leaders. Because we are passionate about our community, connection, and social justice. Momentum alliance was the perfect home for me. As a 23-year-old black woman, I found it difficult to find my voice be taken seriously and predominantly in white spaces. Almost instantly, momentum alliance became a family for me. I remember after our first meeting, I thought to myself, wow, I am not a minority any more. Or the first time, since moving to Portland, I found a community that understood me. Momentum alliance has changed my life because since being a program participant, I have joined the board. I hold an executive board position, and I became a youth coach for our new cohorts this year. All by the age of 23, I get to be involved in an organization that fundamentally speaks to make youth leaders or the identities and issues that we are passionate about. Most often, these issues we are passionate about, decided by folks not connected to, invested in our community. Momentum alliance has given me and so many other youth a platform to speak our truth and develop leadership skills, I want more young people to have the experience that I had.

Lyon: I came across momentum alliance when I was 25. When I was at a conference for culturally specific organizations working on reproductive health access, Karla was repping momentum alliance there, when I heard that she was a program coordinator at the age of 19 at a -- youth-led nonprofit for underrepresented youth, I was smitten. My mind was blown, and there are spaces in this world where young people have real decision-making

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power and leadership positions, and one of them is momentum alliance. I immediately applied to join the reproductive justice youth advocates' cohort and was accepted. Momentum alliance has changed my life because it has given me the opportunity and the capacity to go from a program participant to a program coordinator. Leading a new group of young leaders. Momentum alliance has helped me to believe that I, too, can someday become a city commissioner. Reproductive justice is not the only issue young people care about. We care deeply about education issues. About economic development and environmental degradation about gentrification and transportation. We are passionate about all of the issues. Building off of the tremendous success of last year's cohorts, we want to continue our reproductive cohort this year and launch a new one on justice, in the future, with your support, we can launch more issue-specific cohorts, as Audrey lord of the black lesbian activists once said, there is no such thing as a single issue struggle. Because we do not live single issue lives. There is so much talent and so much thirsty for social change among our city's youth. Young people can and want to be leaders. There are countless people and organizations within the city working right now day and night to provide youth leadership opportunities. We all want to increase the depth and breadth of the youth-organizing work. We all want to increase the amount of leadership opportunities that we offer the city's youth. We are thrilled to be joining Portland's diversity and civic leadership program. It is an absolute honor to be among the center for inter-cultural organizing, the urban league, irco, naya and latino network. We thank you all for your time and your consideration, and we look forward to building with you all, strengthening our work, and our collaborations to create leadership opportunities for all communities in our city. Thank you

*****: Thank you. [applause]

Fritz: Do you have any questions?

Jimenez: Next up, the urban league, zep and also have irco with [inaudible] and they are going to tell you a little bit about what they have been doing.

Fritz: These will be short updates just to update on the diversity program.

Zev Nicholson: I would not hope to follow that act. That was real good. Thank you for your time and everyone for letting us cut ahead. I got to go out to east Portland with some community members. The urban league has been using dcl money to, basically, work on the state of black Oregon report to figure out how and where does the black community need us, which is everywhere. So through our service programs and through our community engagement we have been trying to find how and where the community needs us and activating new leaders, specifically, out in east Portland, where a lot of our community has been displaced and moved and so should do that community organizing, takes a lot of time, effort, and energy, and consistency, which this program allows. Without having that consistency and that regularity, people in the community, specifically the black community, are not allowed or able to build the sense of trust. So often, in the black community services or something will be provided, and it won't -- it will fall short or won't come through. And that is not the dcl program. I am really thankful for that, and I think our community is thankful for that. I don't want to take up all the time, I brought one of our cohort members from the social justice and civic leadership program, and she can just talk really briefly about one of the projects they worked on.

Tamika Taylor: Hello, my name is Tamika Taylor and I was a participant in the social justice and civic leadership cohort with the urban league of Portland. It was an amazing opportunity to not only support the mission of the urban league but to also find my own voice within the struggle and the movement. Being an african-american, who was born and raised in Oregon, it's been difficult to find opportunities where you can engage with your community, and talk about the issues on a deeper level while you are also being

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developed for roles of leadership, and this program, through the urban league, has given me that opportunity. We had the privilege of working with ywca and putting on a screening of black girl in suburbia at Portland community college cascade campus. We had over 200 people from the community and other communities join us that night for the presentation. For the film screening. So, without the program, we would not have had the development and kind of the support to be able to pull off something like that, and it means a lot to us.

Yong sung song: Hello and good afternoon, commissioners, I am Yong Sung Song. I am the community organizer with irco. And I want to thank you all for your support for the dcl program [inaudible] to grow. It has provided our community leaders to now engage in the city budget planning, crime prevention, law enforcement, and building parks and employment and volunteering. We celebrate our 40th anniversary, and it was founded by refugees to help refugees. The core principles of self-help and aid of our bonding members, carry on, until now. Irco served over 28,000 families last year. But we know social service is not enough. So, this is an integral part of the city, and we are workers and neighbors and your family members. Our needs are not that different from anyone elses. We need access to the healthcare, affordable housing, safe neighborhoods, and education, to be contributing members of the society, but for us to fully be integrated into the different decision-making process there are, there is lots to learn. Different language, and communications, styles, and etc. For the past eight years, irco provided a capacity building workshop over 200 grassroots leaders, and this year's training topic focused on the city government, and civic engagement and voting. And we're going to continue to educate and mobilize our community members to participate in the upcoming elections, and secondly, we provide technical support and mentorship for the smaller and newer ethnic communities, for example, several members of the Bhutanese American community participated in a leadership program last year and just filed the paperwork to become a nonprofit organization, and irco is going to continue to support the organization and apply for grants, and setting up the -- setting up the board of directors. We encourage our leaders to do a public testimony and serving the city board and commissions and committees. I would like to invite you all to the New Year in the park, April 30, on 82nd and by the Madison high school because I think that it's, it is such a great example of how dcl fosters the spirit of collaboration among the community and the neighborhood and the city government all to go. Last year, was the first time celebrating Cambodian, Thai and Lao community, 5,000 spectators attended, and this year the community stepped up and joined the planning committee, and Hmong committee as a fiscal agency for the year. So, I want to thank you for your time, and your leadership for supporting dcl.

Fish: Thank you all very much. [applause]

Jimenez: I was hoping that she was going to mention the big party because it's on my birthday. [laughter]

Fish: Super.

Jimenez: Good plans. Next up Latino network, Antonio, the interpreter, Louisa.

Fish: Welcome.

Fish: Who would like to start?

Antonio Ramirez: Good afternoon, commissioners, and thank you for the opportunity to be here today. On this wonderful afternoon. We want to start by saying that thanks to the inclusion, and equity of the Portland program, I am here in front of you this afternoon. My name is Antonio Ramirez I am with latino network as the leadership and intervention program manager. One of my responsibilities is to engage members about the community, and the discussions important to our families and our children. Therefore, we are looking for opportunities in which members of the community can participate in a meaningful way. We have been able to engage hundreds of members of the Latino

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community, in different decision-making processes within Portland. We have provided [inaudible] to the department of police and the task force. Latino network has been a part of this program since its inception in 2007 thanks to this problem we have done what is difficult to do for most of the day, to include the communities of colors. Historically unrepresented, and we were out of the decision-making process of our city thanks to the program we have been able to provide members with the tools to become leaders in the communities. In this course, for the children, and in difficult places in which they can be examples of the members of the community. Just to mention some of those examples, the participants in the [inaudible] are now employed in different offices or organizations this motivates other members of the Latino community. Victor Salinas he is looking out for the city of Portland. In short, I would like to thank the city of Portland and each commissioner, particularly commissioner Fritz, for the commitment, inclusion and equity. Also, I would like to thank Amy archer and Victor Salinas for the support that they have provided me in my role with this because [inaudible]. They have been amazing. I know that we are advancing to a more equitable city. However, I just want to mention that we have to continue on this path to achieve at least [inaudible]. With this, I would like to [inaudible]. He is one of the core participants. We have 35 participants in this. They are talking about their personal experience and what it means for her to be a participant of this academy.

Alejandra Flores: Good afternoon, thank you for the opportunity of being here this afternoon. My name is Alejandra Flores and I identify as a member of the community, the Latino community, I live in north Portland and currently participate in the leadership academy, but now I understand its part of the dcl program. I have been participating in the program and thanks to this program I have recognized the importance of my participation. It doesn't matter where I come from, the color of my skin or my first language. But it's important that as a resident of Portland for ten years I have the right of my voice to be heard and I want to be part of the decision that I make, that affect me and my family, as well. Thanks to this program I have acquired some of the abilities, necessary abilities to find spaces in the city where my interests in my community can be world represented. Thanks to the literature academy, I have learned that not always we have been part of the decisions made by the people that take, the decisions in the city, and the participation. Sorry. That's why I want to keep preparing myself, to participate in a constructive and meaningful way in places where the decisions are made, and this could not be possible without this. Thanks to this program, this program has given me the social conscience to share with my kids and other members of society, now I understand that it's important to participate civically so we can all be considered equal in the city, to be equal and engaged in the same manner. I have accepted an invitation because I believed that these kinds of programs, they have to be [inaudible] because in this manner people like me, people of color, we find spaces, spaces where we can all be prepared, and to participate and feel included, in the decisions of the city. We feel that places like this, in the city, and where we live, we want you to keep financing this program, dcl, so people like me can find other spaces and keep preparing themselves. Thank you very much. [applause]

Jimenez: Last but not least we are going to move as quickly as possible because some folks I am sure signed up, have the parking machines and need to rush downstairs in a minute. We have Donita fry from Naya, and Alfredo from the center for inter-cultural organizing.

Fish: Welcome.

Donita Fry: Good afternoon, commissioners, I am going to be brief because you have heard me talk many times before. Just want to express gratitude for funding the dcl program. I am so appreciative for the years that i've been here, advocating for recognition of the Native American history in our city, the Native American history, American history,

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and through funding for the dcl program, and building capacity in the community, we have been able to advocate for many changes in advancing that priority from our community. With much gratitude, we have the inner tribal gathering garden, at cully park being named, which means together. And we are starting to see Native American heritage in our city, and it's because of leadership like yours that are enabling us to engage our community members to create space for them, to lean into their leadership abilities. And I believe that we don't have a leadership program, all we're doing is enhancing the skills of our community members because each one of them are leaders in their own right. They are very grateful. We come together monthly, the Portland youth and elder's council is a bit different than other dcl programs, that we provide a space very much like a neighborhood association, and for the native community. As native American's we don't identify geographically like the neighborhood associations do, but we come to go, the Portland youth and elder's council, and practice heritage and culture and also, create across cultural sharing space, where folks who don't have a relationship with the native community can come together at the Portland youth And elder's council, and highlight issues, educate ourselves, and heal as the community. So, I also have been home for the last couple days, with a sore throat because of your funding, you make my community drive me to death. [laughter] so I wanted to thank you for that, as well, but it's a pleasure to be able to serve through this opportunity, and thank you very much.

Alfredo: Thank you, commissioners, this is my first time doing this, and I am thankful, and I am nervous at the same time. Thank you for opening this space for me to show an important part of my life. I am Alfredo and I come from Chile. I am very important to be in person today and talk about my experience organizing pan immigrant training also known as pilot what I will share is my personal story through this period. I believe that many of my fellow pilot members, present and past, can relate to my thoughts, and I hope that you can, as well. I grew up in Chile and came to the United States of America after I finished high school. I came to Portland because here's where my sister and my family lives, and I am proud to say that I am following my sister's footsteps by being the second person to be a pilot member. She's the one who incentivized me to apply. I moved to Portland because I wanted to continue my education, and seek a better life. Back at home, college is not as accessible, and [inaudible] because of an education, don't satisfy the basic needs of the day-to-day living. When I moved countries my sense of community was shaken. I had to start new friendships, and find a job with no work experience, and find housing with no rental history, and without knowing the what and the where, and think about health insurance, and needless to say that every move was who I used to be in chilly. This experience was abundant and joyous as frustrations, because all I wanted to do was connect with the city and the people. It's within being a young immigrant, like having a doctor when sick and [inaudible] because I don't understand the systems in place, and, or [inaudible] started to connect my reality with the other Latinos to whom I interacted with, like working as a cook in a restaurant. Say realize besides my experiences I was very fortunate, with many in my community, choosing where you live, for many, that suits your needs and having access to the social services, going to college, connecting with opportunities for personal growth and moving on from experiences like mine, are elements that are more accessible, challenging, and burdensome, and this is what made me want to make a difference in my community. Pilot has been the starting point, and has been an amazing experience. I have connected with refugees, fellow immigrants, community leaders, and amazing people from all walks of life like everyone in this room. Including yourself. I have been in contests of how the society works from the perspective that I can understand. I've been exposed to the issues that affect the community and how I can become an involved citizen. And many of my misconceptions and biases that came from

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deep seated frustrations, have been unfold and had placed into a better context. So, the pilot, i've been able to tap into a wide pool of resources that helps me with social change. I have become an [inaudible] into cultural organizing to work on a school project about social service accessibility, I volunteer in diverse programs, and events, such as this year's 2016 candidate for mayor forum. There are various opportunities, with the pilot, I would have never imagined having in Portland. To summer -- to summarize, I feel very fortunate and to stand alongside the rich community of people, who invite me to empower myself. Pilot, and endorse it, have tremendously helped me to restore that shaken sense of community when I first arrived and a lifetime of possible development. Portland is my home, and I will continue to invest myself here as an active citizen, however, I can't stop thinking of the other immigrant and refugee individuals with potential to contribute in our community and How pilot is an empowering, restorative, active, and community building experience that benefits all of us, and thank you for your attention. [applause]

Fritz: That includes our invited testimony, do we have anyone else signed up?

Moore-Love: I don't show anybody else.

Fritz: Does anyone else want to testify?

Fish: Should we adopt the report? Do I have a motion?

Fritz: Unfortunately, it's an emergency, and when we scheduled it, there were five members of council who were supposed to be here and now the mayor is in Europe on city business and commissioner Saltzman is out. And so, what I am proposing to do, we need to postpone the vote until May 4 which is two weeks.

Fish: Without objection since -- since we'll lose the people, here, would my colleagues like to make some comments?

Novick: It's wonderful to be reminded of the great work that the dcl program does and the work that the members are doing, as it is, every year, and also phenomenal to hear from the new partner, the momentum alliance, appreciated what you have had to say, and thank you all for being here.

Fritz: Thank you very much, I am proud to be the commissioner in charge of the office of neighborhood involvement and thrilled to welcome the momentum alliance to our family, and the other five partners are also glad to have a new sister organization, a sister and brother organization, and I am going to suggest with commissioner's novick's Indulgence that we have a presentation from the momentum alliance on May 4, and inform commissioner Saltzman and Hales about our program. I really appreciate everybody being here today, there was lots of folks watching at home, who will be able to benefit from knowing how welcoming Portland can be, and that we need to continue doing this. So thank you all very much for taking your time to be here today, and also to thank Clare in my office and Brian Hooper in the office of neighborhood involvement, as well as Amalia and our team, especially those colleagues, the other piece of the information I need you to know because the selection process has taken until now, there will be some small grants that oni will be using the rest of the money for, that will come to us in June sometime, so that's another thing to look forward to. Thank you.

Fish: Thank you very much and for an outstanding report. Jerri, thank you for organizing a terrific forum. And I had a comment to our friends from Chile. My daughter recently graduated from college, and she was a double major, but Spanish and comparative literature, and she has been bilingual since in high school. One of the trips funded was to Chile. And she was there during the world cup, and the country went crazy because the team did so well, and when she came home and finished up in los Angeles's school, I visited her, and she Said dad, let's explore a Chilean restaurant in los Angeles, so we found a restaurant we went to the restaurant, no one else there except the owner, watching soccer. And he came over to talk to us, and he was surprised that my daughter

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was fluent and conversant, but then equally surprised that she was commenting on all of the pictures he had on the walls of iconic places in Chile that she had visited. So he pulled up is a chair and spent the evening, had dinner with us, and so I am deeply moved by the many testimonials here from people who have brought their traditions here and their language, and are fiercely holding onto those, and in the process making Portland a better place. I believe passionately, as do my colleagues, that as we become a more diverse community, we're going to be a better and stronger community. It's exciting to see young people that are seizing leadership or to, as Donita said, leaning in. Leaning in to their leadership, so thank you and Commissioner Fritz, thank you for being such a champion for this program. And we'll have the vote on May 4, and with that we're adjourned.

At 4:14 P.M. council adjourned