



CITY OF
PORTLAND, OREGON

**OFFICIAL
MINUTES**

A REGULAR MEETING OF THE COUNCIL OF THE CITY OF PORTLAND, OREGON WAS HELD THIS 31ST DAY OF JULY, 2013 AT 9:30 A.M.

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

Commissioner Saltzman arrived at 9:32 a.m.

OFFICERS IN ATTENDANCE: Karla Moore-Love, Clerk of the Council; Linly Rees, Deputy City Attorney; and Mike Cohen, Sergeant at Arms.

Item No. 737 was pulled for discussion and on a Y-4 roll call, the balance of the Consent Agenda was adopted.

	Disposition:
COMMUNICATIONS	
727 Request of Thomas Edward Mullen to address Council regarding injury on the job (Communication)	PLACED ON FILE
728 Request of Mike Morin to address Council regarding homelessness, environmental issues, community betterment, and living wage and equity (Communication)	PLACED ON FILE
729 Request of Frank Selker to address Council regarding building support for Forest Park (Communication)	PLACED ON FILE
730 Request of Gary Fleming to address Council regarding toxic plant overgrow situation (Communication)	PLACED ON FILE
731 Request of Sarah Hobbs to address Council regarding cuts to Portland Safety Net and mental health services will hamper efforts to save lives at places like the Vista Bridge (Communication)	PLACED ON FILE
TIMES CERTAIN	

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<p>732 TIME CERTAIN: 9:30 AM – Amend Northwest District Parking Management Plan to replace the Transportation Management Association with a stakeholder advisory group and adopt additional revisions (Resolution introduced by Commissioner Novick; amend Resolution No. 36984) 1 hour requested for items 732 and 733 (Y-4)</p>	<p>37026</p>
<p>733 Amend Ordinance to remove Exhibit A relating to the phased implementation of the Northwest Parking Meter District and Area Permit Parking Program (Ordinance; amend Ordinance No. 185805)</p>	<p>PASSED TO SECOND READING AUGUST 7, 2013 AT 9:30 AM</p>
<p style="text-align: center;">CONSENT AGENDA – NO DISCUSSION</p> <p style="text-align: center;">Mayor Charlie Hales</p> <p>734 Appoint Sonji Young, Sam Sachs, Emanuel Price and Linda McKim-Bell to the Human Rights Commission (Report) (Y-4)</p>	
<p style="text-align: center;">City Budget Office</p> <p>*735 Authorize an Intergovernmental Agreement with the Portland Development Commission for FY 2013-14 economic development activities (Ordinance) (Y-4)</p>	
<p style="text-align: center;">Office of Management and Finance</p> <p>736 Accept bid of Emery & Sons Construction, Inc. for the SW Vincent/SW Capitol Hwy Sewer Replacement for \$1,085,596 (Procurement Report – Bid No. 115607) (Y-4)</p>	
<p>*737 Authorize contract and provide for payment for construction of the Portland Police Training Center Remodel project at an estimated cost of \$4,300,000 (Ordinance) (Y-4)</p>	<p>186177</p>
<p style="text-align: center;">Commissioner Dan Saltzman Position No. 3 Portland Fire & Rescue</p> <p>738 Authorize contract with Burlington Water District for fire prevention, suppression and emergency response services for FY 2013-14 (Ordinance; Contract No. 30003362)</p>	
<p style="text-align: center;">Commissioner Steve Novick Position No. 4 Bureau of Transportation</p>	

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<p>*739 Accept a grant in the amount of \$165,000 per year for two years from TriMet and authorize an Intergovernmental Agreement for construction of capital improvements at transit bus stops (Ordinance) (Y-4)</p>	<p>186173</p>
<p>Commissioner Nick Fish Position No. 2 Bureau of Environmental Services</p>	
<p>740 Accept completion of East Side Combined Sewer Overflow Tunnel Project No. E05516 (Report; Contract No. 36496) (Y-4)</p>	<p>ACCEPTED</p>
<p>*741 Authorize the Director of the Bureau of Environmental Services or designee and the City Attorney to enter into a settlement agreement with Russell Martin for retrofitting costs in regards to SW 86th Avenue Pump Station and Appurtenances Project (Ordinance) (Y-4)</p>	<p>186174</p>
<p>*742 Authorize the Director of the Bureau of Environmental Services or designee and the City Attorney to enter into a settlement agreement with Steve Press for retrofitting costs in regards to SW 86th Avenue Pump Station and Appurtenances Project (Ordinance) (Y-4)</p>	<p>186175</p>
<p>City Auditor LaVonne Griffin-Valade</p>	
<p>743 Amend the Regulation of Lobbying Entities code for bureau additions and technical updates (Second Reading Agenda 723; amend Code Chapter 2.12) (Y-4)</p>	<p>186176</p>
<p>REGULAR AGENDA</p>	
<p>Commissioner Nick Fish Position No. 2 Bureau of Environmental Services</p>	
<p>744 Revise enforcement provisions to standardize language related to Bureau of Environmental Services program enforcement activities (Ordinance; amend Code Chapters 17.32, 17.34, 17.35, 17.38 and 17.39) 10 minutes requested</p>	<p>PASSED TO SECOND READING AUGUST 7, 2013 AT 9:30 AM</p>

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At 11:31 a.m., Council adjourned.

LAVONNE GRIFFIN-VALADE
Auditor of the City of Portland



By Karla Moore-Love
Clerk of the Council

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

WEDNESDAY, 2:00 PM, JULY 31, 2013

**DUE TO LACK OF AN AGENDA
THERE WAS NO MEETING**

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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.

JULY 31, 2013 9:30 AM

[gavel pounding]

Fritz: Good morning everybody. It is Wednesday, July 31st. The mayor is on vacation so as president of the council I will be presiding this morning. Karla please call the roll.

[roll taken]

Fritz: We have a couple of pre agenda items to cover. We have 11 graduate students from portland state university's hatfield school of governments, oregon fellows summer program, joining council this morning as part of job shadow day hosted by the office of management and finance. These students are from all around the country and come to oregon to participate in the program and complete a 10 week internship with public agencies throughout the portland area. This year's student are focusing their studies in the area of public policy, public administration, conflict and dispute resolution, community and regional planning, social work, sustainable international development and global leadership. Today's professionals from the fields of financial analysis, management analysis, program management and project management have volunteered to serve as mentors to these students as part of the office of management and finance job shadow day. Each student will have the opportunity to spend time with at least two professionals, one in the morning and one in the afternoon. And as part of the today program their here to observe democracy in action as part of this morning's council session. Welcome interns and mentors. We also have a proclamation which I will read on behalf of the mayor. Is anybody here for the eat local day? Would you please come forward. Whereas the city of portland is committed to supporting local growers, ranchers, fishers and food and beverage producers. And whereas the city of portland desires to act as a trusted partner to local companies and organizations. And whereas the city of portland has assumed a national leadership role as a metro grarian city. And whereas the city of portland supports the principals of a short, straight line between food and fork. And whereas the city of portland believes that our local food taste better, is better for our health and is better for our local economy. And whereas the city of portland appreciates the passion dedication and sacrifice's demonstrated by local companies and organizations that come together to make this historic day possible. And whereas the city of portland recognizes local choice produce market the james beard public market an organically grown company, the founding sponsors of this initiative. Now therefore, Charlie hales, the mayor of the city of portland oregon, the city of roses, does hereby proclaim July 31st to be eat local day in portland and encourages all residents to observe this day. Good morning would you please introduce yourself and say a few words about this.

Dan Sader: Yes of course. My name is don sader one of the owners of local choice produce market. And I wanted to thank you commissioner fritz and the council for getting behind this initiative. There's a lot of important things going on in this city and we think that encouraging citizens to support the local economy by eating local is one of them. Were here to encourage people including the city to at least one day a year to read labels, ask questions to support the local farmers, to support the small artesian producers of this great city that are trying so hard to make a difference. We appreciate you observing this day and encourage everyone here today at least to eat locally grown and produced foods and beverages and again ask questions and talk to people and spread the word.

Fritz: Thank you very much for being here. Let me give you the proclamation.

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Sader: Thank you.

Fritz: Karla would by please read communication item 727.

Item 728.

Fritz: If you could just state your name for the record, you have three minutes.

Thomas Edward Mullen: My name is Thomas Edward mullen.

Fritz: Thank you.

Mullen: I was hoping I was getting a rebuttal from you. I left 12 page report for you guy to go over to find out when I got injured and why you guys are liable and how are you could go about getting me some funds so I can find myself. I'm lost within your system. I applied for the \$240,000 that you gave for [inaudible] missing. And I'm missing also so therefore I was hoping that you would have some kind of revolution for that this morning. And as it looks like were going back to a point one again at what this three minutes and there's no way I can explain all of this again so this seems to be some kind of game with you guys. I'm lost in the system and my whole world I'm lost socially with no money no nothing and no one seems to understand what I'm saying. And no one has taken the time to understand it. I had went all the way to the federal government with this – the supreme court told me to exhaust all of my avenues. And I have exhaust all of my avenues and I have left my flag upside down. And I'm asking at this time have you people sent this report to Washington, d.c. as I requested. Here it is now in your court not mine. It's your minute and a half.

Fritz: Thank you mr. mullen. If you'd like to stop upstairs to the mayor's office, his staff can help you.

Mullen: Thank you.

Fritz: Please read item 728.

Item 728.

Fritz: Mr. Morin? Please read item 729.

Item 729.

Fritz: Mr. Selker? Please state your name for the record and you have three minutes.

Frank Selker: Thanks. Good morning. I'm frank selker and I'm here to speak in support of opening forest park to mountain biking on trails. Portland is a great city for cycling. Cycling creates about a thousand jobs. And contributes \$100,000,000 to our local economy. Mostly it's a great city for bicycling but there's a gap. We have zero family friendly trails in town. Their off road. People want it three-quarters of the people who responded to the parks survey wanted more bicycling in forest park. Two out of three favored sharing trails that were alternating times. Two out of three favored building new trails for bicycling trails that were off road riding. When commissioner fish's committee was meeting, the vast majority of letters were supporting more bicycling opportunities in forest park. In short it appears there are a strong majority of Portlanders that favor having some off road cycling in town. However, there's a determined nimbly opposition with the flames fanned by northwest newspaper. They offer a merry-go-round of the same objections that have been refuted and shown to be false. But they come around again and again and they seem to think that any compromise will lead to a slippery slope. So they have a zero tolerance. We share their claim values, which are safety in the park, and protecting the natural beauty of the park, and enjoying the park, and we had another, which is to broaden support for the park throughout the city. Every proposal we put forward has forwarded those values. Although they have been distorted. Consider alternating use trails, we propose that, but they have, they have, we have identified sections the trail, with very little used during weekdays and cities like -- salt lake city have designated bike trails on certain days, cities like tucson have seen crime reduced on the trails, we never proposed mixing bikes and pedestrians willy nilly. We have no desire to have safety issues and there is no need to. Consider the management plan. And it provides clear guidance for adding trails and changing trail use, and we have never proposed circumventing it and there is no need to, it explicitly supports cycling and the number one reason for park visits today which is fitness and exercise. But,

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opponents try to find prohibitions in the document, why none exists, consider the Park health, 40% has been reported to be damaged by invasive plants. Biologists tell us this is the true health crisis but opponents would turn away money and volunteers, if it means that we have more users from around the city. And science finds that bikes are general less, not more damaging to the park. Tire tracks are visible but a natural parks service study finds less erosion than pedestrians, and the studies have also found less disturbance to wildfire than pedestrians, seattle, minneapolis, and philadelphia, and phoenix, virtually every city in the country has cycling trails within minutes downtown. And by honoring the preference all Portlanders, you can help business, broaden support for the parks, and protect our reputation, and reduce vehicle miles driven and provide healthy alternatives for families in Portland. Thank you for your time.

Fritz: Thank you for your testimony. Since I'm the commissioner now in charge of parks, let me tell how this decision will be made, the process. This coming monday, there is going to be a meeting at the hoyt arboretum in the evening, the details are on my website, to review the project evaluation methodology, this is the review all the applicable plans, plus the ecological values in the park that will be used for reviewing all kinds of construction in the park, proposed construction. So, this meeting is to review that, it's not a public hearing, and we'll be taking input after the hearing. And once that methodology has been adopted we'll be using that to evaluate whether any initiation construction projects in the park move forward. So we do have a clear way of making this decision in an objective manner which will give everybody the opportunity to participate.

Selker: Excellent, thank you very much.

Fritz: And please read 730.

Item 730.

Fritz: Mr. Fleming.

Moore: He may be rescheduling.

Fritz: Thank you.

Fritz: 731

Item 731.

Fritz: Good morning, and thank you for being here. Please give your name and you have three minutes.

Sarah Hobbs: My moral support, my name is sarah hobbs and november of 2005, if not for the sole fact that I did not want my kids' last memory being that I killed myself going over the vista bridge, we would not be having this discussion today. I want to thank you, commissioner novick, for taking the lead and taking the stand that you have had on the barriers of the bridge, but I have an ongoing concern. Research has shown that means a reduction which the barriers are, would good mental health follow up for every ten people that either stopped from attempting to commit suicide or have an unsuccessful suicide attempt, nine will not go onto try to commit suicide again. The barriers are an awesome first step, and my concern is, we don't have the mental health services to help the ten that are stopped by the barriers, or the people who talk them down. Research has shown for the majority it's an acute crisis with short-term care being three months, but, there will be three that will need long-term care. Those are people who have bipolar disorder, schizophrenia, or severe issues of depression. I know for myself the issues that almost drove me to the bridge eight years ago is still an issue. And in may I became suicidal again, but, this time, ended up in the emergency room at ohsu. I recently talked to my primary care doctor two weeks ago about getting counseling for the anxiety issues that I have. And she said that it could take three to five weeks for me to get an initial appointment. For somebody in crisis, that is way too long. I know we can send people down to the cascade walk in clinic but where do they sent them? I'm not sure. There is an issue with the mental health safety net that needs to be addressed. I talked to the head of the suicide prevention division for the state of Oregon. Portland is number eight in the entire nation. For suicide, suicide prevention takes many forms. We need reductions like the barriers at the bridge, education, but you

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it takes mental health care. Commissioner Fritz, I understand you were a psychiatric nurse for many years before you came into politics, so I am hoping, I am preaching to the preacher saying this to you, that I can count on you for your support, thank you.

Fritz: Thank you very much for coming in to highlight this issue, which is one that i've been working on. The state, actually, did increase funding for mental health services significantly this past session. And I am hoping that the affordable care act will also help with that starting next year. I keep this, which is the number for the lines for life, which is 24/7/375 and folks can call there, 97% of the calls, they can spend an hour or more on the phone, so you don't have to wait the 6 weeks or so, and for those, I will just read the number, it's 503-972-3456. They are trained volunteers, and they will take the time to work with you. And others, and people who are concerned about people with mental illnesses can also call that number. The other thing that I want to share with you, which I just found out yesterday, is that the Multnomah county has fund the first aid for mental health program. They are going to be training both government employees and citizens in contact with folks experiencing mental health crisis on how to help in the moment. And with commissioner novick's leadership, there is a volunteer patrol that's also working on that.

Hobbs: Yes. Yes. I am a member.

Fritz: I am encouraged that there is a lot more awareness of the challenge that has been the silent killer, for so long, and so much stigma involved. I so appreciate you came in to share your story and urge continue vigilance.

Hobbs: It has been hard because like you alluded to, it's the stigma. And it's hard enough for people like me with mental illness because of the stigma, to say, we need help. And then be told, you have got to wait three to five weeks to get your foot in the door for help. It's like, I have learn since I almost went over, considered going over the rail of the vista bridge in november 2005, to write a plan, and I have got good communications with my doctors. But, my concern is for the people who don't, we have got a solution at the bridge but other bridges, the high-rises.

Fritz: Thank you very much for coming in. [applause]

Fritz: That brings us to the end of the communications. Does anybody want to pull anything from the consent?

Moore: We have a request to pull 737.

Fritz: Could you read the title of that.

Item 737.

Fritz: We'll hear that item at the end of the regular agenda. And any other requests to pull? Please call the roll on consent.

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

Fritz: Aye. Thank you. And now we have a time certain for 9:30, item 732.

Item 732 and 733.

Fritz: Commissioner novick.

Novick: Thank you, president Fritz. I don't often feel a kinship with ronald reagan but today I think I feel like president reagan must have felt on first inauguration day when he got to celebrate the return of the hostages after jimmy carter had done the work. When this council took office in january, we inherited what has been described to me as an uneasy truce in the northwest parking wars. A war that perhaps was not so hot as the korean war. But, hotter than the rivalry of the farmers for the classic rogers and hammerstein musical, "oklahoma." The uneasy truce was a result of the plan, that the council adopted in december. The uneasiness, I think, is reflected in the fact that the plan provided for a lengthy phasing period, which you might regard as a period of drawn-out disarmament. But, since then, the mayor's office led by josh alpert, engaged the various parties, who came together, many of whom were working on this issue for years and years and years. And agreed to certain modifications to the plan and decided that, actually, we can do a full implementation in january of 2014. I want to thank the previous council and I want to thank josh,

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and bill and bob and marty, and especially, the stakeholders and community who work towards this resolution. And, and now, I would like to, to ask bill Hoffman to come forward to describe the amendments. And by the way, I think that we should probably address both 732 and 733 in tandem. They are joint.

Fritz: Would you like to read the title for 733. Thank you.

Bill Hoffman, Portland Bureau of Transportation: Thank you, I am bill hoffman, transportation. I had an introduction prepared but I believe my commissioner did a much better job with it. So, I am going to launch right into the changes, so you can see what is proposed. As commissioner novick said, the proposal is to implement the plan fully in january of 2014. You can take a look at the map, and gives you a good idea of what we're going to be doing. The solid blue, is, is metered parking. The blue stripes is a hybrid area of, metered parking, and permit parking. So, permit holders and permit holders are all residents and all employees in the district, are eligible for permits. Permit holders can park for free, in the striped area, and whereas if you are a visitor, you would use the pay station, and the blue dots, is the permit area, and I will explain all these in a little more detail as we go forward. The -- perhaps the number one concern from the business community, was what was original proposed as a three-hour time stay and the feeling amongst the businesses is that it's very important to be able to come into the district, park, and have enough time to avail the wide range businesses and Restaurants and services in the district. So, this would change what was the adopted three-hour-based time to a four-hour-based time. And there is a couple of exceptions to that, though, because there is also the realization that there needs to be some short-term parking, as well as the long-term parking. So, although approximately 80% of the paid spaces on 23rd and 21st are going to be long-term four-hour parking, approximately 20% of the spaces will be two-hour parking, so we'll have mix of long-term and medium term parking. Within the non metered, within the non metered permit area, within the non metered permit area, we're providing for short-term parking, one, 30-minute space on every block face, and this is important primary to residents who may not be able to find a parking space close to their house, but will be able to have a short-term parking on each block face so they can do loading and unloading. We're also proposing to extend paid parking from the current boundary proposed at pettygrove taking it now to northwest vaughn. The picture on the right illustrates why we are doing that. Really, since the time that we, we started the, the most recent parking plan effort, there has just been a huge influx new development in lower, the northern end of the district and that's only going to increase as the conway site develops. Couple of changes to the permit parking plan. One, is we're making clear through this action, that we're only implementing the permit program to northwest 25th. Now, the permit program is primarily in place to deter the commuter parkers, and these are folks who are looking downtown, working in the pearl district, and parking in northwest, where it's previously been free to park you will day and either hopping on public transportation, or, or in the case of the pearl, just walking down to, the jobs in the pearl. So, the district is, is designed to address that, to mitigate against that, but, the, there are parts of the northwest district that are not impacted by commuter parkers, and we believe that the line is approximately at 25th. So, we will not implement the program west of 25th until there is a need. And as there is a need, by request, we can go in and expand that area. There is also concern that even with the four-hour time stays, that there are some very legitimate uses that need to extend beyond four hours. So, we are, through this action, we are committing to make day pass permits available, and it's at a very moderate cause to business', institutions, medical facilities, that for whatever reason need to have longer time stays.

Fish: Stay on that for a second? You are going to go to 100% on that?

Hoffman: Yes.

Fish: And then over time, look to bring it down?

Hoffman: Yes.

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Fish: And i'm just curious, someone who is volunteering in the school, through parks, runs in and gets a permit and comes out. Could very well find ticket. So, how do we deal with the sort of grace period between parking and getting the ticket? And getting the --

Hoffman: There are a couple ways, the easiest would be to have a 30-minute non metered, zone for short-term parking. Similar to what we're doing -- yeah, in the rest of the permit area so someone could park there for a short-term, run in and get the permitting and come out and park.

Saltzman: Before you leave, bill so what is the reasoning behind allowing meters to be plugged? I thought that that was something we frown upon throughout the city. The meters.

Hoffman: The reason -- one advantage of the meters, one important reason for meters is to encourage turnover, and in most districts, turnover is perceived as most business districts, turnover is perceived as advantageous. You want someone to park. Be able to park do their business and then vacate that parking space for the next customer. The northwest district uses a different model. And, this is not per se a p-dot best practice, but, it's, it's a very strongly held feeling amongst the business community that long-term parking is advantageous, and so the ability to plug the meter is, in alignment with that. I know pat and other representatives of the business community are here today, and that's probably a good question to address to them, from our point of view, although it does not meet the best practices, as we understand it, we're very sensitive to the, to the awareness, that businesses often know what's best for them. And so, in this case, we'll put it in place, if it doesn't work, I think that the businesses will be the first for raise their hands and say, please look at this.

Saltzman: I will wait for that testimony but i'm thinking, I think that, that I know what they are thinking, which is, you know, people want to enjoy lots of, things, great things in northwest Portland. But I also see the potential, notwithstanding having permits, that people can just, you know, people who work there or have a visitor just, just stay there for, stay in a space for the entire eight hours.

Hoffman: Right. It takes some work because you need to come back and plug the meter. And, and it takes some money because you are paying to do that, but right. I think that, that, that we have used the analogy before that what we're doing right now is, is putting the mechanisms in Place for parking management. So, we have the tools in place, and we have the paid parking and a permit program and we're going to have a demand management program in place, but, over time, is it the gearing is very loose right now. So, over time, the gearing can adjust as we learn and experience, and so I think we have to look at this as an evolutionary process of parking management in the district, and this is really the beginning.

Saltzman: Ok. Thanks.

Hoffman: Event overlay. Some have argued, and the pictures on the right, some have argued that our event day signage is confusing.

Novick: Mr. Hoffman. I just have to ask, has anybody argued that they are not?

Hoffman: Actually, ramon, do you want to -- [laughter] No, I mean, it clearly is confusing, and we have struggled with this and struggled with this. But, the answer, of course, is to move from signage to pay stations, and the reason is that with pay stations, the communication in terms of hours can happen at the pay station. And the pay stations for event days, which are relatively few in the calendar year, can be programmed into, into the pay station, so you don't need this signage. There will be some signage that will indicate it's an event overlay district, and that you need to pay attention to the pay attention for time restrictions, but beyond that we're going to move away from the confusing signage.

Fish: Two comments on that. One is that for some of us whose eyesight is not that great, reading the information on the pay stations is a challenge. So, just to think about that, particularly for older adults and, and for people who will be reading it at night. I find it very challenging to read it, so I offer that, and second, one of the virtues of a sign, even one as confusing as this one, is that once

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you master that sign, you know that this is a street that you can or cannot park in. And so, there is a potential and a by-product of this is that after you have gone through all the effort to find a spot, park, in a congested area, get over to the pay station, you learn, in fact, that's not -- you cannot afford it or it's not the right place, so, i'm, i'm concerned that we may be subject to any one level of confusion for another set of challenges, but, again, as you said, this is an evolutionary process.

Hoffman: And I think it's the nature of the parking business but hopefully lesser of evils, and --

Fish: What I urge you to do on the machine make it as clear as possible because I find it is difficult to read it.

Hoffman: Transportation management association, tma, the model of this was originally built on was the lloyd district model, and in the lloyd district, the tma, is relatively autonomous. They function as an independent board and they have great discretion over parking decisions in that district. And they still need to abide by all the city's codes and policies, but, they, they have a certain degree of independence in terms of managing, parking, and transportation, in that district. And it works very successful. There was some concern that applying that model to the northwest district, at this point, would not be the best to do. And, and that -- this is somewhat a result of the, just the extreme difficulty that northwest has in terms of the variety of uses that, with the high concentration, the natural high concentration of commercial business, office uses, and it was filled by all parties, that it would be best if rather than having a tma structure, that we used a stakeholder advisory group structure, with the authority to make decisions and the leadership to make the decisions coming from the office of transportation, and the director of the office of transportation and the commissioner in charge. So, we're, we're making that change in this, set of changes.

Fish: How a, will prospective sag members be selected? Will there be a process that people will self-nominate, or is the commissioner in charge, are they looking for nominations from his colleagues vor how do you intend that to work?

Hoffman: I think that we could let commissioner novick answer that but I would suggest that we have not crossed that bridge yet and typically, the appointments are made by the commissioner, and I think it's a, important that this committee be endorsed at that level. And we put out applications for the tma some time ago, and we have a number of people that expressed interest, but we'll start those discussions in the next phase, which follows this meeting.

Novick: I will be pleased to listen to suggestions from my colleagues.

Fritz: Is there any suggestion of what to make of what the committee would be in terms of the stakeholder interest groups?

Hoffman: We really haven't approached that, but I think that typical of the committees, we want it to be as representative as possible and it also needs to be a group that is, -- of course, many, many are, just committed to the betterment of that district, in parking in the district, and I think that there are many people who, expressed interest initially who I believe will have continued interest.

Fritz: Are you about to discuss the revenue sharing?

Hoffman: I didn't have the revenue sharing in the powerpoint but we could discuss that if you like.

Fritz: Yes, previously, the tma, the transportation management association was set up to manage half of the revenue from the meters.

Hoffman: yes.

Fritz: What's the proposal for the stakeholder advisory group in the revenues?

Hoffman: The city has a policy of, of sharing revenue with, with parking, with, with parking districts, and meter districts, and paid parking districts and it is 51% of those revenues stay in the district. Now, it's important to know, that the revenues stay in the district for transportation purposes. And they are it is transportation money, it is used for transportation purposes. And those could be for demand management, whether it's under-writing the cost of buses or providing better pedestrian access to transit, so there is a variety of uses that are possible it, stays in the district. In

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this case the stakeholder advisory committee will act as an advisory committee to the office of transportation and the commissioner in charge of transportation.

Fritz: Thank you.

Fish: Just one follow-up. You said you hoped to have this operational January of 2014, do you have a guesstimate in your want of what the net revenues would be in year one under this plan?

Hoffman: Um, I can check with my advisors sitting in the audience, I believe last time we looked and someone behind me correct me if I am wrong, but, I believe that the revenues, that the net revenue -- the gross revenues were, I think, close to \$2 million a year. I believe that's changed the mix of meters is changing now.

Fish: Plus or minus 2 million gross, and then net revenues would be --

Hoffman: I can't tell you off hand.

Saltzman: Here's a reinforcement.

Fish: I'm not looking to pin down on specifics but looking for the range.

Marni Glick, Portland Bureau of Transportation: Marni Glick bureau of transportation, so we are assuming at full implementation, \$3 to \$3.5 million in revenue. We assume in the first year there will not be any net meter revenue. That's what we share. And, so, starting in the next fiscal year, there would be a bit less than, I think, like 700 or \$800,000 that would be it.

Fish: Is your projection based on the fact that you have some initial start-up costs including capital costs?

Glick: Yes.

Fish: That eat up the revenue and --

Glick: Yes.

Fish: Ok, thank you.

Hoffman: Thank you. We're almost at the end, one of the, one of the new ideas that came out of this most recent process, is the idea that over time, we can reduce the percentage of employee permits from an aggregated 100%, which is where we are starting, to 85%, within, within five years from implementation. And now, the only way we'll be able to reduce the demand for employee parking permits, is if we actively engage in a demand management program. So, one of the recommendations coming out of this is to establish a demand management program, and work on reducing the number of single occupancy vehicles coming into the district on daily basis, with employees. Now, the other side of that coin, though, is that a demand management program can be very effective, as well, reducing the number of single occupancy trips for residents, so it will be a program that will be geared towards both employees and residents, with the idea of, reducing the demand, and of course, this is extraordinarily important because the availability of onstreet parking is finite. And, and the demand for onstreet parking continues to grow. So, we will, we will never be in a position to provide an adequate number of onstreet spaces. Building offstreet space in the district is extraordinarily difficult and so, I believe that puts quite a bit of pressure on the demand management. And we are prepared to work with the district in that area.

Novick: Bill can you elaborate on what the demands of the management program can be?

Hoffman: Yeah. We can look at examples. It's a range of things. It can be everything from coaching, helping going into businesses, and helping folks understand what the bike routes are, and how you can be a safe bike commuter, so as to encourage biking. It can be things like encouraging provisions with new development for showering locker facilities for bike commuters or racks, and on transit end, it can be -- it's, it's -- or other areas, of the city, Lloyd district in particular, provides subsidies for employees to use transit, so as to underwrite the cost transit use. So you have the cost of parking going up, the cost of transit use going down and it can be pedestrian to access improvement, things like better lighting at bus stops, and better crosswalks, these are all things, that that can encourage people to walk, bike, or use public transportation. And for any district, it needs

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to be designed to the unique needs of the districts, that's one of the things that we'll work with, and we'll have -- we'll look to, to the stakeholder committee to help guide.

Saltzman: So demand management isn't code for raising parking rates.

Hoffman: Oh, I forgot that. Typically it is not but one way, and this is not so much getting people out of the single occupancy vehicles, but, you know, what we look for is about, about 20% of our parking spaces to be available at any given time. If, in fact, you are not hitting that number, if you are above you have fewer than 80% available, then one way to regulate that is to raise rates, and that's a -- it's a best practice technique. It's one that we're not employing right now. And, and we don't anticipate, but it certainly a technique that's used.

Saltzman: So, this council last week had a robust discussion about the equity of the arts tax and whether it should be more progressive. I have the same concern about the equity of just arbitrarily raising parking rates. You could spend what you pay for the tax, \$35 in plugging a meter for eight hours.

Hoffman: Right.

Saltzman: And there is a certain equity issue associated with that. If we are trying to wean out those who can least afford it, I have a problem with that, and also this council has had a policy, and I hope this is still in place and I want a reaffirmation of that, that the city council approves any and all changes to parking meter rates. Is that your understanding?

Hoffman: That's my understanding as well.

Saltzman: Any changes of the demand management group suggests with respect to raising rates has to be approved by the city council.

Hoffman: Right. Of course. And honest, when we think about a demand management program, we are not thinking about rates. We're really thinking about, you might say rates are the stick, I think demand management really looking at the carrots.

Fish: I am recalling some testimony that we had in december from an animal hospital, some schools, some other nonprofits in the district, that were very concerned about the proposed 85% cap on these permits from the get-go, so, I understand the logic of starting at 100%, and then coming down. My question is the goal to get to 85%, and is that binding policy? Excuse me, is this as aspirational or are we committing to getting to 85% over period of time?

Hoffman: This is completely aspirational.

Fish: So, I guess, in the spirit of how we're doing this, I don't have a problem with it being aspirational, but I do think that the council is going to want to watch that carefully, and the reality is, we also heard testimony from people that said with the kinds benefits they are offering their employees now, they are at 85%.

Hoffman: Yes.

Fish: And they hope to improve on that. So, maybe one of the messages we want to send is that we're patient and we would like to give the district time to get to an aspirational goal. But, it does not preclude the council from saying 85% is the cap. You have had, you know, time to get there, and but, 100% is not going to be locked in perpetuity.

Hoffman: I will share with you the central east side, it was also adopted and put in place recently. Has 100% employee permits. They have a, a transportation, management steering committee right now. And that group is now looking at reducing that 100% to something lower, for employees. Because they realize that 100%, what is a licensed hunt, it's a license to go out and find your space, it does not ensure one, so they are now looking at the reality that maybe they shot a little too high. And I personally believe that the goal is appropriate right now, and putting the program in place is the right thing to do and over time, the collective wisdom of the stakeholders will hit on the right formula. And that's where we're starting.

Fish: And by the way, the employee permits are non transferable, is that correct?

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Hoffman: That's correct. Where? I don't know if that's correct or not, let me ask marni to comment on that.

Marni Glick, Transportation Options Program, Bureau of Transportation: They are correct.

Fish: So they are transferable from one business to another?

Glick: No. From one employee to another.

Fish: So once an employer be it a nonprofit, a school, a business, whatever, seeks an allocation, they cannot be transferred to another entity?

Hoffman: They don't need to be. Since any entity get 100%.

Fish: Right, ok. Good point. There is a certain mathematical logic that -- even joe walsh, a close student of our work gets that one, so, I would say, I --

Fritz: That would be a challenge if you start to try to decrease the overall percentage that some businesses may need 100% and others not.

Hoffman: And that's right. That's why we say aggregate.

Fritz: I would suggest until transit out of northwest in the evening to all parts of the city is better, that it would be very difficult to tell employees who are coming from elsewhere to work in the evening shift that they are out luck and they cannot drive. I have a couple of questions on the parking, on the meters. And when we discussed it in november, the suggestion was that the price would be less than that the rest of the city is the current proposal to make it the same as the regular rate all over the city?

Hoffman: I think what was adopt was the regular rate, and I think in the central east side we used a lesser rate. We indexed that to the lloyd district but, in northwest, we're indexing it to the downtown central city.

Fritz: Ok. Thank you, and what are the hours of both the meters and the permit district?

Hoffman: I am going to call up marni just so we get it right.

Glick: So the meter, the hours of the meters are 9:00 to 7:00 on monday through saturday.

Hoffman: And the permit district is all the time, although not -- it is, it is only an, in enforcement hours.

Fritz: So that would, 9:00 to 7:00, too? Thank you.

Hoffman: We have one more. Ok. So, we're doing a couple of experimental things here. One the four-hour-based time stay. And the other is the plugging of meters. And the other, is the reducing the goal, reducing employee permits, and there was a request from our stakeholders that we just go back and look at these and question, is it working the way we want it to work? So, in a year, we'll, we'll pose that question and we may bring some data to the table to help answer that question, but, the idea is, and I think that this is very consistent with our philosophy of managing parking in the district, that these are - it's very alive, it's very dynamic, and at every point we need to ask, is it working, is it performing to meet the goals of the district. So this is explicitly says we're going to look at these three things, which we will, but, we'll be looking and really trying to monitor the effectiveness of all the tools that are in place in the district. And that's the end of the presentation. I know that there are some folks representing the Nob hill business association, and the northwest district association. And other affiliated businesses in the area that would like to offer testimony.

Novick: With that, commissioner, I would like to ask christine white, pat fiedler, and tavo cruz to come up and offer their perspectives. Thank you, bill and marni.

Fritz: Good morning.

Gustavo Cruz: Thank you, good morning. I am gustavo cruz and speaking on behalf of the northwest district association or the nwda. I'm the chair of its adhoc parking committee and a lifelong resident of the northwest Portland. First we would like to thank mayor hales, the commissioners, city staff members, including josh alpert, bill hoffman, rob burchfield, and marni glick. The Nob hill business association and numerous other business representatives and neighborhood residents who provided input into the proposed amendments of the parking plan. We

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appreciate the time and effort that everyone expended to bring us here today. It is also a pleasure to testify alongside representatives of the business community although we have concerns regarding the plan as do our friends in the business community, it is clearly a breakthrough for us to be here together, to express our overall support. And we hope that this will be the beginning of a more collaborative approach to the neighborhood parking issues. When our board of directors reviewed the proposed amendments, their primary concerns were the effectiveness of the four hour time stay period, the ability to plug the parking meters and the goal of reducing employee permits from 100 to 85%. As a compromise, our board suggested in the current amendments now provide for, an interim review of the three issues after one year. We feel this is exactly the kind of task that the new stakeholder advisory group should undertake. The northwest parking plan should be a dynamic, evolving plan that is continually improved to benefit everyone in the neighborhood. The amended plan will use permits, meters, shared parking arrangements and other targeted efforts to make more efficient use of a scarce public resource, these will reduce the tendency of commuters to use northwest Portland as a park and ride location, and to improve parking availability for businesses, residents, and visitors. The demand management portion of the plan will encourage the use of alternative transportation. Which would further reduce the pressure on street parking. We hope that the successful implementation of this plan will serve as a model for other neighborhoods, and will demonstrate the city's commitment to addressing onstreet parking needs. We also encourage the city to continue its review of the parking minimum issue for new developments, as this has a direct impact on the availability of onstreet parking. Finally, we believe that the amended parking plan will improve livability in the neighborhood, and will serve us well as residential density and commercial activity increase in the coming years. Thank you for your time and consideration.

Novick: Thank you.

Christe White: good morning, I am christe white, I represent several businesses in the district, and including singer properties and cinema 21. At the end of last year, it was less an uneasy truce and more of a flawed plan in our view and a flawed process. We had no trust or communication between the stakeholders. We had posturing instead of honest discussions between us about our diverse needs. Under the strong leadership of p-dot, rob burchfield and bill hoffman, we have a plan that does respond to all of our diverse needs. Most important, this planning effort before you allowed nwda, Nob hill and others to talk with each other candidly to build back trust and listen to each other's real needs in the district. For these reasons, like tavo said, the businesses have a plan that we can live with. We believe that it protects the business vitality through appropriate meter locations and restrictions, and it protects residential livability through permits and short-term parking in the residential areas. Did we get everything we need? No, the plan doesn't solve for unnecessary increase in offstreet parking. The code currently provides for this parking and as mr. Hoffman said, that's on paper. But it's been very difficult to build. The plan does however, promise to engage in that work in the near term, to look at ways that we can, we can make it easier to fulfill that moderate supply. With our newly discovered truce and this onstreet parking plan, we feel more confident that we can continue to have these productive discussions amongst us on all these issues. I want to thank again rob burchfield, commissioner novick, bill Hoffman, the mayor's office, nwda and nob hill for arriving here together and in closing, amen.

Pat Fiedler: Good morning. I am pat fiedler, and I am the president of the nob hill business association. Tavo and christe did a wonderful job describing what we have had to come to at this point. And this goes back years and years. And I am very, very pleased today to say, that the nob hill business association does support the plan with the amendments, we understand that there does need to be a review. We also understand that, I want to make it clear, when we are talking about the 100% and the 85%, of the employee permits that would be an aggregate figure, and I hope that you do understand that. And so, the other -- at this point, I want to also want to thank everyone who has taken part, you the commissioners, who have listened to us, and the mayor's office, and, and, of

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course, the transportation bureau. Right now, tavo and his group have done so much in compromising with us. I know the four hours does sound to them like perhaps that won't work. The hugging of the meters, also, I know, they are concerned about. But, I wanted to tell you that the employees are not going to be plugging meters at \$1.60 an hour so I don't think that will be a concern commissioner fish. And so, I don't want to take a lot more time because I do feel that christe and tavo have stated to you exactly how we feel about this. We are more than willing to sit down now at this moment, and we really do trust each other and we have one common goal, a wonderful, a wonderful area in nob hill, not only for the residents, and not only for the businesses, but the people who come down to enjoy that area, it's full of energy, a wonderful, wonderful place, and we don't want to change that. We want to keep that. So, that's why it's very important that this parking issue is finally has come to some kind of moment where we can all move forward. So, I thank you for your time. And --

Fish: Tell us what business you run.

Fielder: Child's play toy store. We are the oldest retail business on the street.

Fish: I want to thank you for bailing me out on Christmas Eve.

Fielder: Glad to do it.

Novick: Thank you very much for your work and patience.

Fritz: Do we have sign-up?

Moore: We do, we have six people signed up. The first three, please come up.

Fritz: Good morning, please state your name for the record and you will each have three minutes.

Ralph W. House: I am ralph w house, the cfo for Eye Health northwest, and you got bailed out on christmas eve, and I am thinking maybe we could design some eyeglasses that would help read the new Meters that are going to give you the information you need.

Fish: I am all game.

House: All right. And well, we as a business are concerned with the prior plan, but and we're actually legitimately considering what our options were as far as moving out of the northwest. We want to thank the commission for the, their recent approach to this and the changes made, which now we feel very hopeful that we can stay there. One of the, one of the problems for us, was employee parking, and it's nice to see that that's been, been resolved, as well, so again, a great appreciation for the recent approach to it, and for the cooperation of the, of the residents. It makes it possible for us to stay in business there.

Phil Selinger: And good morning, I am phil selinger, I live on 2466 northwest thurman street, and I am serving as board president of the northwest district association. And in that role I would like to briefly supplement the comments of the panelists before us here. And, as you know, parking needs within northwest Portland are diverse with institutions, businesses and residents having, unique perspectives on how parking might best be managed. We have been on a long road to get to the hard earned consensus that is being presented to you today. Views within the nwda are also diverse but the board of directors has concluded that this plan, with the amendments, represents the best hope for addressing the diverse onstreet parking needs of the community. The nwda supports this plan, with amendments and looks forward to working with other neighborhood interests, and the city, and continuing to reduce our automobile dependence and manage both traffic and parking in our urban setting. We appreciate the partnership, and the patience, of the business community, and we also applaud the good work of city staff, and of council, in bringing the refined plan to this point of consideration and hopeful adoption. So thank you very much.

Fritz: Thank you.

Judy Kafoury: I am judy kafoury, and I am the managing director of northwest children's theater and school located in the northwest neighborhood cultural center right there at northwest everett, between 19th and everett. When I heard that you had -- everybody had finally come to a very good compromise, on the parking plan, I was really pleased because I bring in over 75,000 people into

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northwest Portland, and half of whom are children. To attend our productions or go to our classes or other events. On the offstreet parking, is very important for my patrons and they need to have at least four hours in order to come and see a show, do a class, once the show is over to meet the actors, and then we go out into the neighborhood and they eat in the restaurant, and they shop in the businesses and so it's a win-win for everybody involved. So, I thank everybody who worked on this for as long as they have. You have helped to save the business of northwest children's theater and school, and I like to think that we are one of the great cultural programs in Portland. Thank you.

Fritz: Thank you very much.

Don Singer: Good morning. Don Singer, 416 nw Hermosa boulevard, Portland. I am here today to offer my strong support for the amendments to the northwest parking plan. These amendments represent a long, hard hours of deliberation facilitated by p-bot, and implement an amended plan that can be supported by a majority of the neighborhood residents, be it commercial, residential, or institutional. Parking, is vital to the health of these dense urbanized mix use districts, and the combination of regulated onstreet and plentiful offstreet parking, helps maintain neighborhood economic vitality. Just look at the pearl district. The combination of plentiful on and, on and off street options not only help the success of the area, but it's helped to maintain the vitality. The current parking plan in northwest Portland is the strong first step in addressing the neighborhood's parking needs. As promised, we look forward to continuing the discussion of offstreet options, for the Northwest district. Which is challenged by the lack of available sites to accommodate offstreet parking, and our economically feasible to build. I would like to thank the mayor and josh alpert on their leadership on the process at the outset of the administration. Rob Burchfield and bill hoffman p-bot, commissioner novick, and tavo and phil from the nwda. And we have all accomplished the six months what we failed to accomplish in 15 years. Thank you and a job well done.

Craig Boretz, Vice President of Development, Conway: good morning. Commissioners. I am craig boretz. And I am vice president of development for conway. I am responsible for the development of that site. And first and foremost I want to thank all of the volunteer hours that the stakeholder group, that I was a part, put in to sort begin the formulation of, of this parking plan. I think it's very admirable that all those individuals and, and elected officials and appointed individuals spent tirelessly working towards this, this compromise. And, I thought maybe I did something wrong. Or getting feedback, or -- I often do that. So, it's, it's a great plan. I think that, the keynote, though, is, is the review of the check and adjust is an absolute must and I think that it needs to happen right away. Frequently. Because there is, there is going to be unintended consequences. Just sitting here listening to how this is going to operate, I can think of several. Conway has 1,000 employees. So, that means we get 1,000 permits. But we already have parking, so perhaps not. And I just see some, some complicating things and also see some retailers that are sort of outside the core, maybe not having the advantages of those that are being inside the core. And I think that those, those are the things that need to be addressed, those are just examples that I can think of. We also might want to amend it a little bit for pedestrians that, that stand outside of salt and straw. Kidding. There seems to be a lineup there and but, in any case.

Fish: You can tell them to go alberta street and there they only have to wait two hours.

Boretz: All right, and there is, there is a place on mississippi that, that I hear is pretty good, too. And I also encourage council to consider parking management similar to this in other, other retail areas mississippi, alberta, hawthorne, division, and obviously, those areas are becoming much more dense and, and, and need some sort of management, as well. Those are my comments. Thank you very much.

Rick Michaelson: Good afternoon, I am rick michaelson, a resident, a property owner, and a business officer, business owner with offices direct across from salt and straw so I really get to see the impact there. I've been working on this project for, for 36 years. And it's really nice to see that for the cooperation of everybody and the great efforts of the city staff, and nob hill and nwda I can

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take it off my to-do list, it will happen. As everybody said, this is a starting point and will take an adjustment during its initial and later periods. And I want to make four points. The first is data collection, to really be able to evaluate this in 2014, we need to know that's going on today, so I would really suggest that one of the start-up costs considered, is really collecting data on parking usage, in, as it exists in september or october of this year, the baseline. And the second is enforcement. And it's really easier to enforce the areas of metered parking than the areas around them. We need to have an equal level of enforcement throughout the district, whether you are in a meter or not. And the other is the parking meter fees, bill talks about the goal, 15% of spaces, available, for people to come, and park, and at any time, so people don't have to circle the block, and a discussion about raising the rates, the spaces. I think that we also really need to seriously consider lowering the rates if there under occupied. If they are not being used, the parking meters are not doing their job, which is not to raise revenue but to, to encourage turnover. If you look at, at mlk and grand, on the central east side, you will see it's easy to park because the parking, the people are not paying for the meters and there is probably a 50 to 60% utilization. We need to look at adjusting the rates up and down as time goes on, and final, bill missed the fourth exception to the four-hour rule. And that is, in the non metered areas, existing time parking, will remain at their existing time rather than moving to four hours because after all, the business owners there are happy with the one or two hours in front of their businesses. Why would we discourage the turnover by allowing the parking there, and I know he did not mention that. And I really want to thank everybody, and I am looking forward to this beginning, and I am looking forward to the adjustments over the next few years, and hopefully by the time that I retire it will be set up into a, a norm. Thank you.

Fritz: Thank you very much. Does anybody else want to testify?

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

Fritz: Lightning would like to. Anybody else who would like to come forward now please do so. Good morning.

Lightning: Good morning. I am lightning. And one of the issues that I have is as we all know in the past, there's been a lot of private developers that wanted to build parking structures in northwest Portland. And they ran into a lot of resistance. And now, what we're seeing, and I am hearing is that we might not have enough parking out there. For all the people. And now, one of the things that i'm not hearing today, is why don't we want to develop more parking structures, now, I have heard that limited space, may be not enough property out there, but I would have to disagree with you on that. I think that there is. And I think that a lot of developers would jump at the opportunity to maybe build a parking structure. And if we want to have the rates drop, that's definitely one way to do it. We put more supply out in the marketplace and that will drop the rates. Now, it sounds to me like everything that i've been hearing, we don't have enough parking. We want more turnover. And we want to reduce the permits, for the employees, but let's face it, I think that developing more parking structures and or figuring out a way to work with some private developers that have some parking structures near northwest Portland, is to our advantage. And I would like to see and hear a bit more from private developers who might have an interest in doing that. And putting more parking spaces in the marketplace to drop the rates and make it more affordable for the masses out there that want to be in northwest Portland, and doing their shopping and living in the apartments and being in that area. Thank you.

Fritz: Thank you. Good morning.

Mitchell Bailey: Good morning, I am Mitchell Bailey. I live out at gateway and if you don't happen to notice, amanda Fritz, you went out to gateway, and it's like what, what -- well, what are we going to do? People go on and say, let's let it die. I am seeing the future of gateway, as a cemetery. Of what used to be the elks and all of this. Or the fred meyer, and the gateway shopping center. All because a transit agency can't seem to utilize the park and ride, and I am trying my darndest to get another person from any, any department, commissioners, or mayor, the mayor's office, and all of

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this, and it's like, what can we do? But it's like people are just not caring about anything. And when it comes to gateway, it's like, it will glisten and 99th and 100th avenue, and they may not have on-site parking for their, for their guest and is residents. Just think about that. Because, because it's like oh, yeah, we need it. I'm pushing for a permit parking. But these other places that just don't seem to want to go through and pay \$60 because they cannot seem to, to afford that for permit parking. And, then, it's like, then why have a historic gateway district? I'm seeing everything going right into the ground and being one big parking garage. For tri-met. Since they have three trains, and they may have trains in the near future, and I have told them there, and I said fine, I already know i'm not getting one from the elks or from the Oregon clinic or the providence clinic, so there's your chance. To go on through and expand, and after that i'm waiting for someone to knock on my door and say, oh, yeah, we're taking everything now, and way beyond. Possibly to, to 122nd and burnside. And halsey. And tri-met will have all their parking spaces, and they will have a park and ride at 102nd and shops lost, along with shelters. So, I encourage anyone to go on through, and take a look out there and say, what can we do? About it? Because if nothing is going to get done, I would say fine. That's it. Why have it. And then this is a destroyed area, future cemetery, what used to be the gateway terrace or elks or whatever, and ok. Let's visit this cemetery, and all of that. What used, it used to be. At these times. That's what, what i'm seeing gateway is as the cemetery, this other one went through, and he lived out in laurelhurst and now he lives at the gateway terrace, as well. And it's like, oh, yeah, we got stuff done at laurelhurst why can't they get it done at gateway.

Fritz: Thank you. Would you like staff backup?

Saltzman: Yes, I would. So I have a couple of questions about the permit, the employee permit parking, and, and I realize this is all sort of being implemented and maybe fine tuned so, if you don't know the answer that's fine right now.

Hoffman: If I don't know, marni does.

Saltzman: Ok. So, for employers that have offstreet parking, for their employees, or for some number of their employees, does that get factored into the number of the net number of permits? Is there like a net permit that you get under that scenario?

Hoffman: It does, and we're not differentiating between employers that have offstreet availability or not. Our permits cost money, and so, our belief is that if a permit is not needed, it's not going to be asked for. But, these are, as I said earlier, the program is going to be evolutionary. It has to be, and at some point, it's clear to all parties, business owners, residents, alike, that parking needs to be managed and in some cases it means tradeoffs, so I think that what we really are doing is putting in place a process that will allow for those discussions and those kinds decisions, but right now, we are not looking at offstreet availability.

Saltzman: And then the, the definition of an employee, I assume, includes full or part-time?

Hoffman: Yes. Yes.

Saltzman: Okay, thanks.

Fritz: Any other questions?

Fish: Madam chair, just to understand our procedure today, we have a resolution, I take it, which we're going to vote on and an ordinance, which goes into a second reading, is that correct?

Fritz: You took the words right out of my mouth, yes. So, 733 will pass to second reading next week, and we will now call the roll on 732.

Saltzman: Well, I am pinching myself to make sure that i'm not dreaming. Apparently there is not a dream. This is a great day. And I have been on the council for 15 years, so I think that I have, I have witnessed the most of the northwest parking wars. And so, it's really a remarkable, remarkable accomplishment here. I want to start by thanking mayor hales, who agreed to sort of relook at what the council had pass late in 2012. And, commissioner novick, also, for bringing everybody together. And I think that, that as christe white said, and about six months, people were able to, you know, share their views and you know, be respected, and what emerged is a consensus with the business

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and the residents all supporting this, maybe with some degrees of concern, but, they are onboard with starting this, and I am sure that fine tuning will be necessary. But, this is a great accomplishment, and so I want to thank certainly bill and marni and the others, and p-bot and all the other residents and businesses who came together to make this plan a reality. So let's give it a go and hope that it is successful. Aye.

Novick: This is, indeed, a great day. And I would like to thank all the members of the previous council, and commissioner Saltzman, and commissioner Leonard, and Mayor Adams, and commissioner Fritz, for, and commissioner Fish for stepping up and finally taking on this issue last year. And, I would like to thank commissioner Fish even though he was the no vote on the plan in December because at the time he recognized it was not an easy piece and would be a historical analogy that the treaty of Versailles ended World War I but also marked the beginning of World War II. And everybody has taken that advice to heart and worked to build a lasting peace. And, and I'm incredibly grateful to Bill and Marni and Rob and the others at P-bot and grateful to the community members, many whom were working on this issue for years. And years and years for sticking it out, and also this is a great day, it's also a sad day because Josh Alpert in the Mayor's office has won such widespread recognition from work here, it's my understanding that President Barack Obama tapped him this morning to be a special envoy to the Middle East, and so, we'll miss Josh very much. But I am pleased to vote aye.

Fish: This is, indeed, a historic occasion. You know, yesterday I pulled up the Northwest District Plan of 2003 because I wanted to, refresh my, my memory on the history. And we have heard as Dan just mentioned, this process dates back to 1999. So, we're approaching the 15th anniversary, and that's when P-bot first started working with Northwest residents and businesses on an onstreet parking plan. So, let's take a stroll down Memory Lane for a moment. In 1999, Amanda Fritz was a member of the planning commission. And so was Rick. And Dan Saltzman was finishing his first year on the council. A council which included Councilor Charlie Hales. I was a practicing civil rights lawyer and Steve Novick was gearing up to fight Bill Sizemore's Measure 91. And it's taken 14 years to reach this day. That means this plan is older than my son. Arising fourth grader, it has outlasted three mayors, Katz, Potter and Adams, and it has tested the skills and patience of a generation of neighborhood leaders. When this issue came to council last December I felt like a guest at a shotgun wedding. The solution offered looked more imposed than inspired. And one of the things that I have learned at this job is that in developing good public policy compromise is not a dirty word. It reminds me of the proverb, perfect is often the enemy of the good. What I observed in December was confusion. And distrust with deep roots. And very deep roots. And I concluded that the council's substitute plan, no matter how well intentioned was not sustainable in part because no one owned it. So, I voted no. Since then, a number of things have changed, Portland elected a new mayor. And Mayor Hales has appointed a new commissioner in charge of P-bot and the parties agreed to take a fresh look at an old problem. With new leadership and new approach, citizens who were part of the Northwest parking wars for over a decade sat down and hammered out a compromise. All of the key elements of the revised plan reflect give and take by the parties. And we have heard the various components of the plan management design, permitting, parking hours, and even the map changes. And frankly, at a time when division and gridlock dominate our government in Washington, it is heartening to see neighborhood and business leaders work together for the common good. So, I, too, today want to join with my colleagues in extending a hearty thanks to everybody who made this day possible. To you, commissioner, commissioner Novick and your great team at P-bot. And to Mayor Hales and Josh Alpert, for giving it a second look. And to our friends at the NWDA and the Nob Hill Business Association, including Pat and Phil and Juliette and Tavo and, of course, Christine, and Christie, Bill, Marni and Rob, and congratulations to everyone on a job well done. And today I proudly vote aye.

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Fritz: This goes to show that sometimes a good process, and then ongoing processes can result in a very good product. And I applaud rick michaelson for his 36 years of dedication to this, and also, all of the northwest neighbors. This is your plan, and this is the time for the business association, as well as the neighborhood association, and employees and residents. It's an example of neighbors with differing opinions working with government officials to find a common solution, and everyone has made sacrifices to reach what is either a compromise or a grand bargain. And I think it's probably a little of both. I am happy to see that we're doing this. And I feel a little like a surrogate mother must feel. Because last year, throughout the year, of 2012, I received hundreds of emails from folks on all sides, very upset with the proposal that was on the table. And it was extremely tempting to just let the session expire and not bring anything to council in december. And I felt that that was not the right thing to do so I was by no means the instigator of the current plan, mayor adams through his time working with mayor katz, and then he was very urgent that we should pass something last year. And, in deference to that, I proposed a plan which gave birth to an infant which only its mother and three people out of three hours of testimony thought was in any way beautiful. And, and that was in part my intent because unless we had a place to kick the can down the road, and to say well, it's not what was on the table, then what else? And, I don't believe that we would have gotten to this place. And in fact, it's somewhat remarkable that many of the elements of what we're adopting with great consensus today were in mayor adams' proposal last year. So, I am very appreciative that by having that squalling infant, which as I say was a bother to everybody, on--given to the community, and then with the leadership bill hoffman and marni and commissioners novick, mayor hales and josh alpert and came to a consensus, and are remarkable, and I have had one email that i've been able to see in the past week and that was where we support in plan. So, that's a remarkable achievement, and I appreciate everyone. And I also want to thank milena Malone in my office who was part of the triage last year and reviewed this plan and, and tom bizeau, my chief of staff and others. A good day. Aye. Thank you very much, everybody, for participating in that, and we will vote on 733 next week. And so, we move to the regular agenda item 744.

Item 744.

Fritz: Commissioner Fish.

Fish: Thank you President Fritz, and marveita redding and matthew criblez if you could come forward. We have a very brief presentation and i'm going to turn it over to the pros from the bureau environmental services. Welcome.

*****: Good morning.

Marveita Redding: Good morning, commissioners, and thank you for the opportunity to be here with you. I am marveita redding, the pollution prevention services group manager of environmental services. With me is matt criblez, our environmental compliance manager. And, we are here to talk with you about our compliance and enforcement programs. Why environmental compliance and enforcement, it's something that sometimes people don't necessarily think of, and in connection with sewer and storm water systems, but there is very important reasons why we have such programs. We want to protect the sewer lines and the treatment plant. We are talking about collection system, public health and safety with those collection systems, worker health and safety. And as well as the actually delicate balances in treatment plant activities. And the second reason, is preventing pollution from entering streams and rivers. We have discharges to rivers and streams through our extensive storm water system, and discharges to rivers, through our wastewater treatment plant, as well. And it's important to, keep pollutants from being there, and harming those. Recover costs for system damages, good stewardship of our assets is very important to us, we have a considerable investment, and the public has a considerable investment in our systems. And further, ensure compliance with permits, as many of you know we are a heavily regulated entity with permits for a treatment plant, as well as our storm water systems. I wanted to give you a couple of examples of the things that we address. The first is rags blocking the pump system, the pump station, this is the

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type thing that you sometimes see where you get sewer system backups, and as well as the pump station not working correctly. What you see is rags in a pump station that we had to pull out. We found them, actually, it was a care facility that was discharging excessive rags into the system creating it and causing, actually, pumps to non function.

Fish: Let's be clear we want to make it clear to everyone, please do not flush your rags down the toilet. It's creating havoc with our system.

Redding: There are many things. There are many things that can obstruct a system. Construction debris, christmas trees, and other kinds of things that people have used and are vandalizing systems. So, it's very important. The next one is fish oil discharge to the slough. We investigated that particular one, and our sewer system, and that's an illegal discharge.

Fish: We have a citizen wondering how you get a tree into the system.

Redding: Oh, I see. Well, actually you just stuff it into the lines, and one at a time until create a major overflow, which we had a number of years ago on our sullivan line, actually, and it was christmas trees after christmas which were no longer valuable, and they were laying in a parking lot, and someone took them and place them in the line. The next one was fish oil discharge to the slough, and we investigated that particular one, where there was illegal dumping of the materials. And the last one, hopefully, won't affect your food this morning, is the recover cost again, that's line replacement with regard to grease discharge. Sometimes the lines can be so occluded, and depending on what's there, it will damage the line.

Fish: We should put a plug for the fog program because that's the program that we adopted to get to this problem, which you are looking at.

Redding: Yes, thank you. And so I am going to turn it over to matt to talk about the process.

Matt Criblez: So, we attempted to develop four basic goals. We worked on this program for about year, and in evaluating our compliance with the five codes that you are looking at today. And we had four goals in developing this. And looking at streamlining, evaluate our, our codes and look at conflicts and redundancy, and how we can improve our consistency amongst those codes, and shouldn't matter what code is violated, it should have the same process and transparency, once a, a violation is received, is the process clear and easy for the violator to navigate? They get through the enforcement process? Will they know what to expect in terms of the violation in terms of the penalty? And the appeal process. And housekeeping, the goal there, is to make terminology and processes consistent, and we have currently we have a warning notice could mean very different things, a warning notice under one code could mean your first violation and no penalty, and under another, that could mean a mid level penalty. \$250 or more. And also, we're looking at updating and updating the process, and updating our penalties from mid 1990 levels which there were established, and they have never been modified since then. In developing this, we have had a number of things going on throughout this process but about four or five months ago, we sent out notifications to potentially affected businesses, primarily our permitted industries and some Non permitted. As well as business organizations and environmental organizations and invited them to two meetings to talk about, the potential rule sets and how this might look. And we held the two meetings, in march and april, and we got really good comments back primarily not about the amount of penalties but about how we process things. And they want an appeals process, that again is clear, and gives them plenty time to respond, often, in permitted, with permitted industries the headquarters might be in maryland or somewhere else, and they want that, plenty of time to be able to process that back to, so they can appeal without missing deadlines. We also had a public comment and hearing on the rule set and, and we heard no comment or any issues associated with that. And then finally what this will look like from five codes were going to basically combine these into one compliance enforcement rule set. So it will be five codes that manage different things that marveita was talking about from stormwater to management of our public green streets to some of our erosion control as well as our sanitary system, or collection system, our treatment system into

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one basic rule set. There will be three classes of violations. Those will be based on deviation from codes. And then, of course, there would be a warning notice for very minor violations as well. We're creating a one consistent enforcement and appeal process. So the -- currently there are multiple processes. There will be one set of enforcement process and one appeal process. That appeal process will actually have two stages where a person can come through and administratively appeal directly to us. And then if that still is not satisfactory, they would still be able to appeal to code hearings. We're going to create consistent terminology, as I talked about before, some problems there. I think that would be easier for customers to navigate. And our penalties will be the maximum will be increased, as well as penalties for repeat and significant violations. And in the past, our violations have been one size fits all. What we're trying to do is say if you continue to violate city code, you continue to impact city systems, you continue to impact the environment, you're going to have a higher penalty than somebody who has done this the first time or had minor impacts. And the final thing that we're looking at is cost recovery for damages to city assets. When there is an impact and they have as the -- the occluded line, we get something like that, we can cover costs associated with our costs to remove that line, reinstall the line, clean the line, whatever the case may be. And that is it.

Fish: Thank you very much. Council questions?

Fritz: I'm just wondering what the public involvement on this has been. The fats, oil and grease in particular has been particular controversial. Over the past year or so -- to -- I mean, we'll ask for testimony, but I'm wondering if this process is -- has been well publicized.

Criblez: Well, the enforcement process, I believe, has. It, again, we have the notification where you have two -- we have two informational meetings where we brought businesses in and we talked to them. We actually -- we went through a number of scenarios of what enforcement would look like, what the penalties would look like. What the appeals process would look like. And generally the comments were we just need a better process. We need to have a transparent appeal process. But --

Fritz: Did you specifically contact venture Portland and Portland business alliance to let them know that this was coming forward?

Criblez: I believe so, yes. I would have to look at exactly which business organizations were contacted, but I'm sure that venture was and I'm almost positive that Portland business alliance was.

Fritz: Thank you.

Novick: President Fritz, on the fats, oils and grease program in particular, my understanding it has been applied to businesses sort of one by one and only applied to a given business after that business has sort of received a visit from you guys and an explanation of steps that they can take in order to mitigate their costs, is that correct?

Redding: That's correct. It's part of our public involvement. We did a wide public involvement activity, but one of the key aspects of that particular program was the one on one relationship as commissioner Novick has pointed out where we go in and talk with the business about fats, oils and grease and deal with their issues there. It is rather labor intensive, but at the same time, I think it has been very good with regard to people knowing and understanding what their opportunities are and in particular, with regard to incentives, that they may already be employing with regard to composting and other things, to mitigate their costs. And, so, that's one of the key aspects of our program implementation.

Fish: Commissioner Novick, one thing we are looking at as part of a fresh look at the program, once this is finished with this site visit, incentives, customizing a plan, we want to be sure that that is linked and consistent with a subsequent visit by an inspector of bureau of development services, particularly a plumber who has to come in and sort of bless all of the work and to the extent possible trying to make sure from a customer's point of view there is a unified relationship with the city and particularly the two bureaus that have jurisdiction over this.

Fritz: Thank you. Did you have a sign up sheet?

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Moore-Love: We do. Joe walsh.

Fritz: Thank you. Anybody else wants to testify on this issue, please come forward.

Joe Walsh: My name is joe walsh. I represent individuals for justice. During the testimony, one of the things that bothered me is there was no public comment about the raising of the penalties. That seems to me to indicate a failure to advertise to the public if they had an opportunity to testify. Now, you all know that i'm -- i've been working on water issues for the last year. And I knew nothing of this, and if an activist that's working on a water issue doesn't know or wasn't notified that he had an opportunity to testify, then who does? So I would be interested in the staff, when it came to the public and raising the penalties, who they contacted and what they did? Did they put it in the newspaper? Did they send it out by email or did they just talk among themselves? So, that's one great interest. I don't like the raising of penalties. Especially in this area. The water rates right now are very controversial, but they are high. I think we can all agree with that. So, the water rate and sewerage rate should -- the penalty not be raised. If you have a penalty and someone is doing something consistently and you need to raise the penalties there, I can understand. But to raise as a general rule just the penalties if somebody screws up is to me not a good move because the people right now are very sensitive to the water, they're very sensitive to sewerage and sensitive to the environment. So, when you say so -- okay we're going to raise the penalty. God for bid i'm defending the business alliance here, their penalties will be higher.

Novick: Mr. Walsh, I would like to make the point that actually if people are doing things that degrade the sewer system, then the repairs that have to be made are expensive to all rate payers and that actually raises the rates for everybody who is complying with the law. In fact, having sufficient penalties to make people comply with the law and not do things that degrade the system, can have the effect of reducing rates for residential, regular rate payers.

Walsh: I will suggest that if you have the raise of the penalties, that you show that the penalties that you have right now do not come -- cause damage to the equipment or to the system. And I haven't heard that. So, if -- if you say to me, okay, we need to raise the penalties because we're losing money on this and people are consistently doing these terrible things, that makes sense. However, I haven't heard that. So, statistically -- I think you need to show the people of Portland that you are losing money on the penalties that are set right now. So, you're in a deficit. And I don't think the water department is in a deficit. It seems to be a golden cow for everybody.

Fish: This is the bureau of environmental services.

Walsh: But they're part of the water department. You want to have this argument. I know they're separate but they come under that department. It is a spring-all from that department.

Fish: Actually it isn't, joe. You can say that, but it isn't.

Walsh: I disagree on that. Who controls the environmental people anyway, department of water?

Fish: It has nothing to do, they're separate bureaus.

Walsh: You didn't answer my question. Who controls the environmental department? Is the department of water? Now, do they sit on top?

Fritz: No, no.

Walsh: Okay. I can be wrong. Don't tell anybody.

Fritz: Thank you for your testimony.

Fish: Commissioner Fritz, this is going to go to a second reading.

Saltzman: I wanted to say while we're on the matter of dealing with bes, we had a rather -- we had something on the consent agenda that went rather unheralded and I think it deserves notice, that is the certificate of the final completion for the east side big pipe. A \$370 million project with only \$7 million in change orders over some 2,004 days and the final budget was completed on time and it was completed actually 2.8% under budget. So, I just want to say congratulations to bes for a job well done. And even though we've heralded it in the past -- my thanks to all of the people

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at bes. Dean marriott, and commissioner Fish, if you would extend my thanks to the previous commissioner in charge of bes for this good work, too. Just wanted to make that comment.

Fish: Thank you, commissioner Fritz -- what is that noise. Sorry, I will turn this off. What I would propose is this regulatory improvement project has spanned four leaders, mayor adams, commissioner Saltzman, mayor hales, and me. I've heard two issues raised in our discussion. One has to do with public process and the second has to do with how we calculate the penalties and are they proportionate to the offense. I would be pleased between now and next week to share answers to my -- for my colleagues and post them on the web site, answers to the public, and then we can revisit it if it is the will of the council. They were both good questions and I will be able to address them in greater detail following this hearing.

Fritz: Excellent suggestion. I appreciate it being a nonemergency ordinance so that it gives this public hearing as a way of publicizing what's going on and if we can get those answers and have another opportunity of discussion next week, that will work well. So this item, 744 moves to second reading. Thank you. Then we just have the item pulled from consent item 737.

Item 737.

Fritz: Who pulled this item?

Moore-Love: Joe walsh pulled it.

Mike Crebs, Acting Assistant Chief, Portland Police Bureau: Okay. Good morning commissioners. I'm the acting assistant chief for the Portland police bureau assigned to the service division, services bureau that oversees training. Next to me on my left is rich attridge, project manager for the remodel of the training division, on my right is lieutenant jeff miller who works for the training division. I want to thank you guys for giving us the training facility we have right now. It's an amaze thing for us. When I first got here in '92, up until about now, we were traveling from facility to facility to provide our training. I wanted to thank you for that. This new training facility, needed to be remodeled. You probably visited it. And we need to take that and turn that into a state of the art training facility that will allow us to give the best and most efficient training to our police officers which in turn allows us to give better customer service to the people we serve in the city. That costs about \$4.3 million. What we want to do is with this money, we would remodel the facility. It will take about six months. Once we get the money, we would put it out for bid for a contractor, and we're hoping to start construction in probably january of '14 and looking for completion sometime about next year at this time in 2014. Next to me, rich just talk a little bit about the process, what's next for us.

Rich Attridge, Project Manager, Office of Management & Finance: Well, again, my name is rich attridge, project manager, office of management and finance, working with police for the training center. My understanding is approval of this ordinance is a requirement to eventually allow us to enter into a construction contract, which we estimate at \$4.3 million. Our plan at this point is to try to get out the bid here in the summer, during the latter part of the summer and bring a contract before you at the end of the year, which will -- which will be the contract for construction, and then start construction in january, february 2014.

Crebs: One of the things we considered, look closely at the budget. We are very cognizant of the city's restraints on funds. One of the things, we're getting what we need and not necessarily what we want. We understand the difference between want and need and I think the training facility will get the things that we need without going beyond and getting everything that we want. I hope that kind of makes sense. Very budget conscience to make sure that we are good stewards of the public's money.

Fritz: Thank you.

Jeff Miller, Lieutenant, Training Division, Portland Police Bureau: I would like to thank council for the support of this project. I have been involved shortly after its inception. Exciting process, one that will move the Portland police bureau several steps forward. Not only that, we will

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be able to offer this facility hopefully to metro area, law enforcement agencies, Portland fire bureau and other metropolitan agencies that can use this facility in a training capacity. It's exciting. We're progressing as we expect and we are working through the process, and it is an exciting process. Thank you for your continued support.

Fritz: Questions from council? Thank you.

Fritz: Anybody want to testify on this?

Moore-Love: Yes, four people signed up. The first three please come on up. Joe walsh, joseph gordan, and joel seivers.

Fritz: Thank you. As a reminder, this ordinance is on whether to authorize the contract --

Joe Walsh: Good morning. My name is joe walsh. I represent individuals for justice. We have a late request, and unfortunately for you, commissioner Fritz, we're going to drop it on you. We're going to ask you to look at this and make sure that the contracts were done the way they're supposed to be done. That they were open. That they were fair. That the people that did the work or are going to do the work went through the process the way they're supposed to. We have no way of knowing that at the moment. Those are requests and i'm just relating that to you. The amount of money for this training center seems really large to me. \$4 million is a lot of money. So I hope all of you stay and watch how they perform and utilize this training center. There is some stuff that we would like to see done in training. For instance, the train, the new police officers, that they always do not have to have control. That they can be on the equal level to say myself, an activist. That happened to me recently. I talked to you a little bit about that last week. The police officers that approached me and actually put me under arrest, treated me on an equal level. They were not interested in control. They were interested in deescalating what was going on. And it worked. And they were good. And I bragged about them, which is very unusual for me.

Fritz: May I get you back on what was your specific concern with this contract, regular contracting bidding process?

Walsh: The request is that our organization does not completely trust the police department or the people that lend out these contracts under that police department direction. So, we're concerned that the contracts themselves be open, be fair, be advertised, and we have this tendency in institutions to go back over and over to the same contractors. Because we know them. And it is a very human thing to do. And so we're just asking you to check whatever you can do and that's our request. Thank you.

Fritz: And in response, this contract went through the regular procurement services process through the office of management and finance.

Walsh: Yeah, if it went through the normal process and it wasn't claimed that this was the only company that can do this type of work, that's a red flag. That's buddies you can always find companies that can do the work if you really look. Worried about that.

Fritz: Thank you. I understand your question.

Joseph (aka: Tequilah): Hello. \$4.5 million to tell a police officer don't shoot them because they look like a gangster, or don't pull them over because they look like white trash, you know, the trailer park. \$4.5 million. Let's see. Like joe says, I came across very respectful, nice, polite, professional police officers in this town and I don't think it takes \$4.5 million to train the ones pretty much don't shoot them.

Fritz: Interrupt you, this is about the remodeling contract.

Joseph: Yes, remodeling. Yes, this way, \$4.5 million, remodeling contract together, what else -- do they need more computers to tell people to be polite? There is parks. Shut them down and train them there. It free of cost. Miami, they do their training in local parks. They're good at closing down parks, i'm sure of that one. \$4.5 million. I mean, I -- i'm so -- you know, I can't even come to the city council and ask for a reference for a -- to get an apartment. We have the money and everything. But someone can just come here and say we -- we need \$4.5 million to remodel. We

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have two people here with the income of two grand a month. Can't even find a house. We went yesterday everywhere. In st. John's, the man said no wonder I don't have to put up a for rent sign, housing is in so high demand. This goes back to the contract of \$4.5 million for remodeling. I mean, we would love to talk about children in the city, but when the children grow up, there is not going to be no housing. I just don't get this. I mean, I get the -- massive work and massive complaints. I'm just not getting it and then we come to a \$4.5 remodeling of police training, the last training place, I guess you are going to put the blame on the training. No, it is just common sense. I come across police officers that's professional, that's polite, and everything else. As an example, we won't put up with this. It is much cheaper than \$4.5 million. And, you know, afterwards we're going to do some protesting and we're going to go apartment searching again. You know, when I ask the city this time, because I can't ask for the \$4.5 million or anything like that. We just got, you know, like little \$2,500, \$2,600 saved up as our banking account. Think long and hard. \$4.5 million for something that should be common sense. The ones who is not doing their job, fire them. And replace them -- fire them. And rehire them maybe the last one. \$4.5 million, that is just out

Joel Sievers: I didn't notice a homeless issue on the docket but there's people sleeping out in front of the federal building and tomorrow that buildings going to open up. If anything happens, people are going to raise hell in this city, no doubt about it. We did go apartment searching yesterday, and -- and we talked to my probation officer, and he said you need to pay \$100 up front for us to transfer your probation to vancouver. When you can actually find an apartment for \$450, two bedroom, in vancouver. Okay. Okay. And then it's like \$35 application fee. Some places charge a \$45 application fee. And I find it quite ridiculous. We're out over by the st. John's area, over by the park, and there is a lot, a huge lot that says for lease. I don't know if you guys have ever seen that. But it's huge. Yeah, which you could build, you know, low-income apartment. Also, I mean, I -- I did wish to speak on this. People are in the Portland rescue mission or somewhere, they should get an i.d. That has their name, date of birth, where they're from and they can use that as an i.d. in Oregon. Also, people are -- \$20 a month. With this money, it goes into a homeless bank, and with this homeless bank, it will build -- to building a low-income apartment facility way better than tpi. We really need to start something. The money that comes from street routes should also go into this homeless -- this homeless bank. Let's separate from big banks and start up a whole new bank, a community homeless bank or a community homeless reserve bank, which sounds really good, and, let's see. What else? What else do we need? Money. Money for some of us, money is no problem. For a lot of us, money is no problem. But for all of us, a lot of us, money is a problem.

Fritz: Thank you for your testimony.

Sievers: Yeah, no problem.

Moore-Love: We have charles johnson and we also have a request for someone --

Fritz: Please come forward right now. And reminder, we're voting and taking testimony on the contract and providing for payment of construction at the police facility. Mr. Johnson.

Charles Johnson: Thank you, commissioner Fritz and president Fritz. I think one thing that might have been helpful is that you know the Portland police bureau, one of the most popular topics, if not the most popular agencies, and some framing from the staff about how this \$4.5 million capital costs relates to actual human development expenses in training. I think when this sits on the printed agenda, under an item that has more specifics about bid numbers, I think people can feel a little more comfortable about how this \$4.3 million fits into the picture of the costs that will come from the department of justice settlement. The staffing levels, and i'll be getting in touch with the police bureau to get more specifics. Are we actually remodeling a place where they're going to remember to have a desk for the positions that we have to have because the united states government is trying to help us fix our police department with the doj settlement? The other issue that's before us is we have a weird structure in the police department where we like to believe we

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have progressive leadership in chief reese and lieutenant who was here earlier who are trying to give us the best of policing, and yet the average line police officer is resistant to the doj settlement and the idea of a peer relationship between community members and people with a badge or a gun or a taser. So, I think that when we look at this \$4.3 million expenditure, and the fact that we're in negotiations with the police department, we just need to be honest about the weird situation of figuring out what carrots work for the cops who only care about collecting a check versus the cops who are more focused on improving the quality of policing in this city. Thank you.

Fritz: To clarify, this ordinance authorizes procurement services to go out and get bids and get the lowest responsible bidder. It is just a step in the process.

Johnson: Okay thanks. That was unclear from the way the items are on the agenda, with it being listed under 736.

Fritz: If you click on the ordinance, then it says right in the ordinance, and just so that folks know, that is what my staff do, and all of my staff do when things are on consent. It doesn't mean we don't look into it. If it drops on consent, we are all okay.

Johnson: I do want to thank you for getting this pulled so we can have this clarity.

Fritz: Sure. Thank you.

Marilyn: My name is marilyn. I never testified here before. I didn't start to come here until you guys pushed the fluoride. That made me disgusted. What I heard from the officer is he wanted all of this money so that he could improve on customer service. I want him to come back up here and tell me how he is going to improve, how he is going to stop killing citizens in Portland, how he's going to stop harassing people. Please come up here and tell me how you're going to improve on that. I am tired of the lawsuits. I'm tired of the killings. I'm tired of it. So, please come up here and tell me how you're going to improve with all of this money, because i'm tired of it. And steve novick, another thing i'm tired of, every time I come here, you're sitting sideways. Please respect the people of Portland and sit and face them. Thank you.

Fritz: Thank you for your testimony. This is part of a process and there is other processes and I feel uncomfortable that somebody has been disrespected for the way that they sit. So, I would appreciate in the future that we keep to the topic at hand. Does anybody on the council have any further discussion? Please call the roll. [roll call]

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

Fritz: Aye. No further business. We are adjourned. Thank you.

At 11:31 a.m., Council adjourned.