



CITY OF
PORTLAND, OREGON

OFFICIAL
 MINUTES

A REGULAR MEETING OF THE COUNCIL OF THE CITY OF PORTLAND, OREGON WAS HELD THIS **16TH DAY OF DECEMBER, 2015** AT 9:30 A.M.

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

Commissioner Saltzman arrived at 9:37 a.m.

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

Item Nos. 1306, 1307 and 1312 were pulled for discussion and on a Y-5 roll call, the balance of the Consent Agenda was adopted.

<p>PORTLAND CITY COUNCIL AGENDA City Hall - 1221 SW Fourth Avenue <u>WEDNESDAY, 9:30 AM, DECEMBER 16, 2015</u></p> <p>THOSE PRESENT WERE: Mayor Hales, Presiding; Commissioners Fish, Fritz, Novick and Saltzman, 5.</p>	<p>Disposition:</p>
<p>COMMUNICATIONS</p>	
<p>1297 Request of Crystal Elinski to address Council regarding hypocrisies in the state of emergency (Communication)</p>	<p>PLACED ON FILE</p>
<p>1298 Request of Carlton Bone to address Council regarding racism at Lewis & Clark College, in the City of Portland and the nation (Communication)</p>	<p>PLACED ON FILE</p>
<p>1299 Request of Michael O’Callaghan to address Council regarding shelterlessness and hollow point bullets (Communication)</p>	<p>PLACED ON FILE</p>
<p>1300 Request of Christina Albo to address Council regarding Restorative Justice in Schools (Communication)</p>	<p>PLACED ON FILE</p>
<p>TIMES CERTAIN</p>	

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<p>1301 TIME CERTAIN: 9:45 AM – Amend Bond Ave roadway realignments in the South Waterfront District Street Plan, Criteria and Standards document (Resolution introduced by Commissioner Novick) 30 minutes requested</p>	<p>CONTINUED TO JANUARY 13, 2016 AT 10:30 AM TIME CERTAIN</p>
<p>*1302 TIME CERTAIN: 10:15 AM – Authorize agreement regarding Outstanding Phase I Matters related to the July 17, 2015 Partial Compliance Agreement between the City on behalf of Portland Parks & Recreation and Laborers’ Local 483, Laborers’ International Union of North America (Ordinance introduced by Mayor Hales) 15 minutes requested (Y-5)</p>	<p>187512</p>
<p>CONSENT AGENDA – NO DISCUSSION</p>	
<p>1303 Appoint David Horstkotte to the River Community Advisory Committee for term to expire December 15, 2018 (Report introduced by Mayor Hales and Commissioner Saltzman) (Y-5)</p>	<p>CONFIRMED</p>
<p>Mayor Charlie Hales</p>	
<p>*1304 Authorize agreement with the City of Oakland, California regarding temporary loan of City of Portland employee, not to exceed \$70,000 (Ordinance) (Y-5)</p>	<p>187500</p>
<p>Bureau of Planning & Sustainability</p>	
<p>1305 Authorize a contract with Toole Design Group, LLC for planning, technical and community engagement services for the Off-road Cycling Master Plan for a total not-to-exceed amount of \$199,845 (Second Agenda 1269; Contract No. 30004882) (Y-5)</p>	<p>187501</p>
<p>Bureau of Police</p>	
<p>*1306 Authorize disposal of surplus firearms property and authorize an Intergovernmental Agreement with the State of Oregon Department of Public Safety Standards and Training for the Portland Police Bureau to proceed with donation of the property (Ordinance) (Y-4; Saltzman absent)</p>	<p>187522</p>
<p>Office of Management and Finance</p>	
<p>1307 Accept bid of Brown Contracting, Inc. for the SE Holgate & Ramona: 122nd - 136th Ave sidewalks project for \$723,794 (Procurement Report- Bid No. 00000111) Motion to accept the report: Moved by Fish and seconded by Fritz. (Y-4; Saltzman absent)</p>	<p>ACCEPTED PREPARE CONTRACT</p>

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1308 Extend term of a franchise granted to XO Communications Services, LLC to build and operate telecommunications facilities within City streets (Second Reading Agenda 1273; amend Ordinance No. 175062) (Y-5)	187502
1309 Issue a revocable permit allowing Communication Management Services, LLC to install, maintain and operate public telephones on City streets for a period of five years (Second Reading Agenda 1274) (Y-5)	187503
Commissioner Steve Novick Position No. 4 Bureau of Transportation	
*1310 Authorize grant agreement with Community Cycling Center for Safe Routes to School services at North Portland schools not to exceed \$42,000 (Ordinance) (Y-5)	187504
*1311 Authorize grant agreement with OPAL Environmental Justice Oregon for Safe Routes to School services at four Portland high schools not to exceed \$60,000 (Ordinance) (Y-5)	187505
Commissioner Amanda Fritz Position No. 1 Portland Parks & Recreation	
*1312 Authorize a Purchase Order to Valley Athletics for purchase of infield mix delivered to Walker Stadium at Lents Park for \$39,158 (Ordinance) Motion to accept Bureau technical amendments in 12/14/15 memo: Moved by Fritz and seconded by Novick. (Y-5) (Y-5)	187517 AS AMENDED
*1313 Authorize special appropriation grant agreement with Oregon Rail Heritage Foundation to operate the Oregon Rail Heritage Center in an amount not to exceed \$150,000 (Ordinance) (Y-5)	187506
*1314 Authorize special appropriation grant agreement with Oregon Symphony to provide the Symphony in the Park Program in an amount not to exceed \$190,000 (Ordinance) (Y-5)	187507
Commissioner Nick Fish Position No. 2	

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Bureau of Environmental Services

***1315** Authorize an Intergovernmental Agreement with Home Forward to allow the Percent for Green Program to fund the construction of a green street facility as part of Home Forward's construction project at NE Broadway and 44th in the amount of \$41,000 (Ordinance)
(Y-5)

187508

1316 Authorize Intergovernmental Agreement with Multnomah County Drainage District No. 1, Peninsula Drainage District 1, and Peninsula Drainage District 2 for an amount not to exceed \$100,000 for flow management in the Columbia Slough (Second Reading Agenda 1276)
(Y-5)

187509

1317 Authorize Intergovernmental Agreement with the Oregon Department of Environmental Quality for the Columbia Slough Sediment Program for \$275,000 (Second Reading Agenda 1277)
(Y-5)

187510

Water Bureau

1318 Authorize the Water Bureau to enter into a Multi Funded Research Agreement with the Water Research Foundation, Seattle Public Utilities, and Confluence Engineering, Inc. for a Tailored Collaboration on the effectiveness of flushing on water quality not to exceed \$50,000 (Ordinance)

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

1319 Authorize Intergovernmental Agreement with Portland State University for the Key Service Level Customer Survey Project in the amount of \$28,635 for survey of residential water customers (Second Reading 1278; Contract No. 30004757)
(Y-5)

187511

REGULAR AGENDA

1320 Accept the Bureau of Development Services Business Continuity Plan (Report introduced by Commissioners Saltzman and Fritz) 20 minutes requested

Motion to accept the report: Moved by Fish and seconded by Fritz.
(Y-5)

ACCEPTED

1321 Direct the City Budget Office to create an ongoing General Fund transfer to the Housing Investment Fund starting July 1, 2016 (Resolution introduced by Mayor Hales and Commissioners Saltzman and Fish) 20 minutes requested
(Y-4; N-1 Fritz)

37170

Mayor Charlie Hales

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<p style="text-align: center;">Office of Management and Finance</p> <p>1322 Accept bid of Iron Horse Excavation, LLC dba Oxbow Construction for the Skidmore Pump Station Upgrade for \$1,094,000 (Procurement Report - Bid No. 00000105) Motion to accept the report: Moved by Hales and seconded by Fish. (Y-5)</p>	<p style="text-align: center;">ACCEPTED PREPARE CONTRACT</p>
<p>*1323 Pay settlement of lawsuit by Pavel Krivolenkov and Estate of Kseniya Aleksandrova in the sum of \$325,000 involving the Portland Bureau of Transportation (Ordinance) 15 minutes requested (Y-5)</p>	<p style="text-align: center;">187513</p>
<p style="text-align: center;">Commissioner Steve Novick Position No. 4 Bureau of Transportation</p>	
<p>1324 Assess benefited properties for street, sidewalk and stormwater improvements in the NE 52nd Ave and Alberta St Local Improvement District (Hearing; Ordinance; C-10045) 10 minutes requested</p>	<p style="text-align: center;">PASSED TO SECOND READING DECEMBER 30, 2015 AT 9:30 AM</p>
<p>1325 Authorize a competitive solicitation for the purchase of Security Services for SmartPark Garages and the Portland Streetcar Facility at an estimated amount of \$4,000,000 (Ordinance) 10 minutes requested</p>	<p style="text-align: center;">PASSED TO SECOND READING DECEMBER 30, 2015 AT 9:30 AM</p>
<p>1326 Extend contract with Central Parking System of Washington, Inc. through March 31,2017 with an administrative option to extend one additional year through March 31, 2018 to manage and maintain six SmartPark Parking Garages (Ordinance; amend Contract No. 30001972) 10 minutes requested</p>	<p style="text-align: center;">PASSED TO SECOND READING DECEMBER 30, 2015 AT 9:30 AM</p>
<p>1327 Update Private Property Impound Towing Code to add contact requirement consistent with state law (Second Reading Agenda 1287; amend Code Section 7.24.050) (Y-5)</p>	<p style="text-align: center;">187514</p>
<p style="text-align: center;">Commissioner Amanda Fritz Position No. 1 Portland Parks & Recreation</p>	
<p>*1328 Authorize a contract with ESA Vigil-Agrimis, Inc. for design and construction administration services for the replacement of Forest Park pedestrian bridges in Macleay Park and on the Maple Trail for a total not-to-exceed amount of \$235,000 (Ordinance) (Y-5)</p>	<p style="text-align: center;">187515</p>

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<p>*1329 Authorize a contract with GreenWorks, PC for design and construction administration services for the Washington Park Rose Garden Accessibility Improvements for a total not-to-exceed amount of \$170,000 (Ordinance) (Y-5)</p>	<p>187516</p>
<p>Commissioner Nick Fish Position No. 2 Bureau of Environmental Services</p> <p>1330 Authorize a contract with the lowest responsive bidder for construction of the Columbia Boulevard Wastewater Treatment Plant Stormwater Pump Station 2 - West for an estimated amount of \$880,700, Project No. E10726 (Second Reading Agenda 1288) (Y-5)</p>	<p>187518</p>
<p>1331 Authorize the Bureau of Environmental Services to acquire certain permanent property rights necessary for construction of the Woodlawn-King Alley Sewer Rehabilitation Project through the exercise of the City's Eminent Domain Authority (Second Reading Agenda 1289) (Y-5)</p>	<p>187519</p>
<p>Water Bureau</p> <p>1332 Approve findings to authorize an exemption to the competitive bidding requirements; authorize a competitive solicitation for use of the Design-Build alternative contracting method; and authorize payment for construction related to the Willamette River Crossing Project for an estimated amount of \$40,000,000 (Second Reading Agenda 1261) (Y-5)</p>	<p>187520</p>
<p>1333 Authorize a formal Qualifications-Based Selection/Request for Proposal process and contract for Owner's Representative Services related to the Willamette River Crossing Project for an estimated amount of \$4,000,000 (Second Reading Agenda 1262) (Y-5)</p>	<p>187521</p>
<p>Commissioner Dan Saltzman Position No. 3 Portland Housing Bureau</p> <p>1334 Revise the resolution approving and terminating limited tax exemptions for properties under the Homebuyer Opportunity and Multiple-Unit Tax Exemption Programs to correct Exhibit A (Resolution; amend Resolution No. 37152) 10 minutes requested (Y-5)</p>	<p>37171</p>

At 12:33 p.m., Council recessed.

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A RECESSED MEETING OF THE COUNCIL OF THE CITY OF PORTLAND, OREGON WAS HELD THIS **16TH DAY OF DECEMBER, 2015** AT 2:00 P.M.

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

Commissioner Saltzman arrived at 2:07 p.m. and left at 4:00 p.m.

OFFICERS IN ATTENDANCE: Karla Moore-Love, Clerk of the Council; Heidi Brown, Deputy City Attorney and Lory Kraut, Senior Deputy City Attorney at 3:16 p.m.; and John Paolazzi, Sergeant at Arms.

The meeting recessed at 3:08 p.m. and reconvened at 3:14 p.m.

FOUR-FIFTHS AGENDA	Disposition:
THOSE PRESENT WERE: Mayor Hales, Presiding; Commissioners Fish, Fritz, Novick and Saltzman, 5.	
1334-1 TIME CERTAIN: 2:00 PM – Declare support for the city’s Muslim community and reaffirm Portland’s welcoming nature for all immigrants and refugees (Resolution introduced by Mayor Hales and Commissioners Fritz, Fish, Saltzman and Novick) 45 minutes requested (Y-5)	37172
TIMES CERTAIN AGENDA	Disposition:
1335 TIME CERTAIN: 2:45 PM – Accept report on 2015 Summer Free For All Program (Report introduced by Commissioner Fritz) 30 minutes requested Motion to accept the report: Moved by Fish and seconded by Fritz. (Y-5)	ACCEPTED
1336 TIME CERTAIN: 3:15 PM – 2015 Portland Sunday Parkways Final Report (Report introduced by Commissioner Novick) 30 minutes requested Motion to accept the report: Moved by Fish and seconded by Novick. (Y-4; Saltzman absent)	ACCEPTED
1337 TIME CERTAIN: 3:45 PM – Adopt City of Portland Investment Policy (Resolution introduced by Mayor Hales) 15 minutes requested for items 1337 and 1338 (Y-4; Saltzman absent)	37173

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1338 Extend to December 31, 2016 the Council-approved Corporate Securities Do-Not-Buy List (Resolution introduced by Commissioner Novick)
(Y-4; Saltzman absent)

37174

At 4:47 p.m., Council recessed.

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A RECESSED MEETING OF THE COUNCIL OF THE CITY OF PORTLAND, OREGON WAS HELD THIS **17TH DAY OF DECEMBER, 2015** AT 9:30 A.M.

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

Commissioner Saltzman arrived at 2:07 p.m.

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

The meeting recessed at 2:30 p.m. and reconvened at 3:00 p.m.

<p>1339 TIME CERTAIN: 2:00 PM – Direct all City bureaus to convert existing single-user gender-specific restrooms into all-user restrooms within 6 months of passage of this Resolution, to develop a plan to increase the number of all-user restrooms Citywide, and to implement gender-neutral policies (Resolution introduced by Commissioner Fish) 1 hour requested (Y-5)</p>	<p>Disposition:</p> <p>37175</p>
<p>1340 TIME CERTAIN: 3:00 PM – Approve hourly rate increase for on-street parking in the Downtown Meter District to better manage parking and provide a more safe and reliable parking system; to be implemented after the 2015 holiday shopping season (Ordinance introduced by Commissioner Novick; amend Policy TRN-3.450) 1 hour requested</p>	<p>PASSED TO SECOND READING DECEMBER 30, 2015 AT 9:30 AM</p>

At 3:46 p.m., Council adjourned.

MARY HULL CABALLERO
Auditor of the City of Portland



By Karla Moore-Love
Clerk of the Council

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

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Closed Caption File of Portland City Council Meeting

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

Key: ***** means unidentified speaker.

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9:30 AM

Hales: Good morning, everyone. Welcome to the December 16th meeting of the Portland City Council. Please call the roll.

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

Hales: Welcome. We have some communication items up front, and then our regular calendar. It doesn't look like we have a large group here so we shouldn't have any trouble accommodating testimony. So let's move, please, into our communications items.

Item 1297.

Hales: Crystal, are you here? OK, I guess we'll have to move on, please.

Item 1298.

Hales: Carlton, are you here? Alright.

Item 1299.

Hales: Michael, come on up.

Michael O'Callaghan: Thank you very much. Now, a quick thing on the hollow point bullets. They were banned internationally after World War I. The police used them on us. That's why people who get shot die.

Anyway, onto another thing that's a lot more fun, I call it a DIGBY, because I like acronyms, accessory dwelling unit garage or basement. It's in your package there. Float a \$40 million bond. Give loans to anybody that wants to create an accessory living unit in their garage basement or create an accessory dwelling unit. You give them a loan for \$30,000 payable back over a 10-year period to present over what the bond cost you. Now, you can do a few nice things with this. You can put a rent cap on these units, you can prohibit Airbnb, and you can in conjunction with the county prohibit any tax increase for the life of the loan, making it a great deal for the property owner. Create through the life of the bond -- 30 years -- about 3900 living units, local jobs, larger tax base, money stays in the community, and the homeowner gains equity. A simple solution. Well, of course, not simple in politics, but then again pretty straightforward solutions and pretty doable.

Update on homelessness. The Department of Justice said in a Boise litigation that if your shelters are crowded, then it's cruel and unusual punishment to give people citations for camping. Interagency Council on Homelessness Reaffirmed that. The city of Eugene, just two weeks ago, passed an ordinance allowing camping on public lands, on park lands. The British Columbia Supreme Court declared that the homeless have a right on public land. And what authority do you have to confiscate my property? There's none. And you do these sweeps, stealing people's property with no authority of law.

Another point -- I put in a few things in there -- there are 10,000 homeless in Seattle. Let's throw this idea away that Portland is a mecca for the homeless and people come here. That's pretty humorous. And the solution is before you. You've seen Right 2 Dream, you've seen how that operates, Dignity Village and how that operates, and then the new one, Hazelnut Grove over here. That's a solution. Come on, get on board. 25 or smaller, got to be fenced, got to be in different areas of the community. Let the communities pick where they go. Because this homelessness is in every community, and I understand the communities don't like it. I don't like it, either. But hey, let's move forward

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with the solution. Give us public places where we can put these in your community.

[beeping] And another thing, if I may, for a moment --

Hales: Quickly, and then we gotta move on.

O'Callaghan: Thank you. OK. Anyone here want to feed two million people a year on a zero cost of the City?

Fish: Yes.

Hales: Sure.

O'Callaghan: Thank you. [laughs] I wasn't expecting that. France passed a law prohibiting supermarkets from throwing away day-old food.

Hales: Good idea. Thank you very much.

O'Callaghan: Thank you.

Item 1300.

Hales: Good morning, come on up. Got supporters and helpers.

Christina Albo: Yes. Good morning, Commissioners and Mayor Hales. I would actually like to request to give my time to two youth leaders from Boise-Eliot/Humboldt school.

Hales: That's a fine idea. Thank you.

Albo: Great. So just in brief, Resolutions Northwest has been working to implement restorative justice in schools around the city of Portland, and we've worked with Boise-Eliot/Humboldt for the past couple of years. And these two youth leaders, aliyah stone [spelling?] is an eighth grader, and aries brock [spelling?] is an eighth grader as well, and and they participated in the youth mediation training and are going to talk about youth voice and peer mediation.

Hales: Great. Good morning.

Aliyah Stone [spelling?] Hello. My name is aliyah stone [spelling?] and I am the eighth grade class president of Boise-Eliot/Humboldt. Today, I will be talking to you about why it is important for students to have a voice in the school, and how students are given a voice at Boise-Eliot/Humboldt.

Personally, I believe that students need and should have a voice in schools to make schools and learning more enjoyable and more engaging. If we were able to have some say in how we are being taught and sometimes what we are being taught and what type of environment we are being taught in, it tends to make it a lot easier for students to retain and actually remember what we are being taught.

Some ways that students are given a voice at Boise-Eliot/Humboldt are ways through restorative justice, such as the opportunity to run for student government as a member of the student council or generally requesting to be in the leadership class. In the class or as a student government member, you have the opportunity to change just about anything that you disagree with in the school.

Another way we apply restorative justice in our school is sending out a student voice survey, which is a survey that leadership sends out for every student in the middle school that every middle school student takes part in, and it is a chance for the students who aren't in leadership to have a say on what leadership works on. One of the ways this has affected our schools is by taking the student climate survey that is sent out by Mr. Jeffrey Waters, the school climate coach. The student climate survey is a way for teachers and staff to see how the students feel about the subject and other topics around school.

When we sent out the first student voice survey of the year, there were different categories. One of the categories on there -- because our school wears uniform -- is free dress Friday, allowing all of our middle school students to have free dress Friday, and that was the most voted category. That's what the students who weren't in leadership wanted us to work on. So, we had to put that into play because they wanted us to work on it. And so, the first step was getting out a petition to show the principal that we actually wanted

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this, and we had 107 signatures -- that's from the students and staff members -- oh, I'm running out of time. And we had a referendum that we had to send out for students to vote on, such as how we vote on measures in the real world, and the results were 94 out of 95. And yesterday we had a meeting with our principal, and he passed the free dress Friday.

I think having a voice in middle school will help me in the real world because if I feel something is not right -- [beeping] -- oh, OK -- if I feel something is not right in the real world, I will be able to speak up for myself, and say my needs as a person are being met. OK, I'm done.

Hales: Thank you very much. Good morning. Welcome.

Aries Brock [spelling?]: Hello, my name is aries brock [spelling?], and I am in the reinforcement squad for Boise-Eliot/Humboldt school. The reinforcement squad is a group of students who help make sure our rules and policies are fair and represent our student body. Aliyah talked to you about how important it is for students to have a voice, and I'm going to talk to you about how important it is for students to learn how to solve their own problems. At our school, we call this peer mediation.

Peer mediation is when your peers help you with situations instead of adults. Most of our leadership class went to a place called Resolutions Northwest, where we learned how to peer mediate with other students. If someone is requesting peer mediation, the peer mediators are notified a time and place to go and mediate. Everything that is talked about in the room with the students cannot be shared with anyone.

Students should peer mediate because everyone in middle school are all close to being in the same age group. I think that speaking with a peer mediator the same age will make a student feel comfortable with speaking their mind. Peer mediation helps our school by making students feel safe while among each other. When students feel safe, it is easier to learn, and peer mediation is helping create the sort of positive environment that makes our students feel safer. Thank you.

Hales: Thank you all very much. We really appreciate hearing from you, and we really love the fact that we have students who are learning how to be leaders. So, please continue. Thank you very much. Let's break our rules and hear it for the students. [applause] Thank you very much.

OK, we're going to move onto the regular calendar this morning. We have one item removed from the consent calendar -- wait a minute. One, two, three items removed from the consent calendar for discussion. They are 1306, 1307, and 1312. Any other requests? OK, so let's take a vote on the balance of the consent calendar minus those three items.

Roll on consent agenda.

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

Item 1301.

Hales: Commissioner Novick.

Novick: Mr. Browning, take it away.

Hales: Good morning.

Richard Browning, Portland Bureau of Transportation: Good morning. I'm Rick Browning, an architect and project manager for PBOT on the SW Bond Avenue extension through the South Waterfront north district area. I'm here today to ask for three amendments to the adopted 2009 street plan for the South Waterfront district that relate to the SW Bond extension. We have a few slides prepared to show you -- let me get over the laptop. Excuse me. So, apologies. I haven't been up here before. There's some way to launch this on the screen? There we go. Great. So, what you see before you is a page from the 2009 adopted street plan for the South Waterfront with the north district area encapsulated with a dashed line.

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The three amendments I'm here to talk to you about are denoted by the festive holiday stars there. We've got to the north and left on this image the OHSU realignment through the Schnitzer campus area. In the middle, there is a proposed ZRZ Realty realignment for property just north of the Ross Island Bridge. And finally, there's a proposed amendment on streetcar routing. Currently, as adopted in the 2009 plan, the streetcar would go up to Woods, the street just before the Tilikum Crossing, which incidentally in this image is not shown as a finished bridge but as a dashed line where it says "light rail connection." As we know, it's now finished.

I would typify two of these requested amendments as technical and fairly straightforward -- that's the ZRZ Realty realignment and the streetcar -- and one of somewhat more impact, and that is the OHSU realignment. The reason we're asking for these amendments at this time is that we are in the early stages of designing the SW Bond extension. And let me just pause briefly and for context say that SW Bond is shown with a sort of light menthol green here north of the aerial tram, which is that large pinkish bar in the middle of the image. South of the aerial tram, as you know, Bond is a finished street. North, there's nothing, it's currently Zidell property and the open area that will evolve into the Schnitzer campus.

The image shows the completed network of streets, of course. Bond will function as a half of a one-way couplet. Bond, when completed, will be one-way in the northbound direction, and Moody, its sister street, will be one way in the southbound direction. The streetcar, I might mention, on Moody will remain as it's configured with a two-way streetcar, despite one-way vehicular traffic. So that is not going to change in the future.

As far as the streetcar goes, the current plan is to run the streetcar further up Bond and turn it and bring it back to Moody where it can use that two-way track. We are proposing to have it turned further towards the aerial tram. I have an image to show you on that.

So, we need these amendments at this time. We're in early design. In order to continue to prudently commit engineering and urban design resource to SW Bond, the amendments need to be approved so we have certainty on alignment and we can move ahead with the project.

Let's see -- I think I've got a little better image for you of the zoom in on the alignment. So, now we're looking at the portion of the project we're trying to design currently -- about let's say 15% completed. To the right is the aerial tram, and to the left is the Marquam Bridge where the roadway will come in and connect to River Parkway. So, you see the OHSU realignment noted with an arrow, and the broken line is the currently adopted alignment. The pink solid is the proposed realignment. The ZRZ realignment is in the solid gold, with a broken line being the currently adopted alignment. The ZRZ realignment is about 65 foot offset to the west, and it will allow a more developable parcel of land to the east of Bond once it is constructed. The OHSU realignment is about an 85-foot offset to the east. And you can see that graphically in the image.

Excuse me for going back, but I'm going to note one other thing on this 2009 plan. You note there are several pink areas, one of those is where the star is through the Schnitzer campus. There's two others in the image as well. Those pink areas are a new thing for the city of Portland. They're called special design areas, and they were put into the 2009 street master plan to the best of my knowledge and the Design Commission's knowledge for the first time in Portland history as a way to promote design excellence above and beyond what we would normally do in those areas. And they specifically call for -- the 2009 master plan specifically calls for collaborative effort in those areas shown in pink between all City agencies as well as outside private sector parties, adjacent landowners, and so on. The intent being for above average open space, access to transit,

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and creative ecological approaches. So, by coincidence, it so happens that the star on the left, the north side, the OHSU realignment is one of those special design areas, so we have this layered on top of the realignment as an issue in this area. The other two special design areas are roadways that will be designed and built in the future years. So, I wanted to address that. It is an unusual aspect to this project.

Moving on. I mentioned the two technical amendments -- I'd like to get those out of the way first. So, I've discussed the ZRZ realignment and the reason for that. The streetcar change -- this image shows you the streetcar where it currently turns into the vicinity of the aerial tram, and that's indicated by the solid green arrow. As I think you know, that's a rather uncomfortable turn. There are some pedestrian issues. It limits the ability for the aerial tram to be loaded and unloaded from two sides. And OHSU is anxious to have that addressed. As I understand, aerial tram volumes have increased considerably recently. The dashed green arrow is a suggested turn for a future streetcar.

However, the reason we are asking for the streetcar turn to be revised, is not because we have a definite landing place for it today. Rather, our traffic engineers have determined it's technically infeasible and in fact unsafe for the public to have the streetcar turned on Woods, as it is currently adopted. The geometry of the intersection, does not allow for the sweeping turn the streetcar would have to make. We would have to set a stop bar very far back on that street, and it simply operationally is not something we want to happen. So, we would like to remove the designation for the streetcar turn on Woods, and come back at a later date with a definite proposal on where it will turn in the future.

Fritz: So this proposal is just asking us to get rid of it all together?

Browning: No. We definitely need the turn.

Fritz: No, I understand that. I'm just saying, you're asking us to take off the designation and not put another designation.

Browning: That's correct. For now.

Fritz: I'm really concerned in the proposed area here -- that would take out a lot of bicycle parking.

Browning: Well, we have many details to work through. I think that given the time, and the good will from the groups such as the ZRZ Realty, we're going to be able to come up with a proposal that will be acceptable to Council and an enhancement for the area, but I have none of those details to show you today.

Fritz: But it will come back to Council?

Browning: Absolutely.

Fritz: Do you have an estimate for when that might happen?

Browning: I don't have a specific date. I would think -- just given the schedule for the whole project -- it could be six months.

Fritz: But six months rather than six years?

Browning: Absolutely, yes. We should have it built in six years. So moving on, then. The third amendment is of greater impact, and this is the OHSU property where the Schnitzer campus will evolve. You're looking at the street layout here, but you also see both the adopted alignment and the proposed alignment. So, the adopted alignment is in light blue, and it's further away from the greenway setback. The proposed alignment is what's at SW Bond and shown in gray.

The reason for the request is because, as you can see, the adopted alignment leaves a relatively narrow swath of land between the east side of Bond and the greenway. Those are developable parcels, but only marginally. They're about 90 feet deep. So, the types of buildings that could be put in those parcels are not ones that lend themselves to academic research, which is of course the Schnitzer campus sort of reason for being. And OHSU has requested PBOT shift the alignment to give them greater flexibility and capacity

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in the main part of the campus, and I believe we have some invited testimony from OHSU to address a little more how the campus might develop.

PBOT engineers do not feel this is unsafe or harmful to the capacity and on balance, considering certain amenities that might come along with this such as a significant open area on the campus that OHSU is referring as “the commons” which would directly abut the roadway, PBOT and other agencies feel that it’s a reasonable proposal, and we’re suggesting that there be a resolution to approve it today.

So, we took this to Design Commission in late September, and Design Commission, who reviewed it because of the special design area designation, had certain concerns. We then convened a workshop with the agencies you see listed there -- PBOT, BDS, BPS, Parks as well as OHSU and ZRZ properties -- to try and address those concerns. We returned to Design Commission recently in early December, and on balance, they gave us a thumbs up on the realignment, and so here I am requesting that. You have a letter from Design Commission, and it says we need to do more work on this. We’re perfectly well aware of that. And we do want to work to make this a great street -- the whole thing, but especially the special design area.

I want to show you the schedule for a moment to close. So, this complex looking schedule is greatly abridged and simplified from an unbelievably complex schedule put together by PDC. But it does give you some idea of the complexity of this project and the north district. I simplified it by showing you just the greenway, Bond Avenue, and building portions in blocks. There have been some changes recently that make this slightly less than fully up-to-date -- things change very fast on this project. However, the big picture is correct. The greenway design process -- there is an early schematic that goes through the fall of 2016, and that star at the top denotes when Parks tells me that they may be in front of Design Commission with their greenway schematic design.

To address the Design Commission concerns about excellence of the design and the special design area, I’m going to propose today that after we reach 30% for our overall alignment on Bond -- which is soon, within say a month -- we would like to slow the process down a little bit for the OHSU area in order to let Parks catch up with us in the design process. Together, we can then collaborate and do what the Design Commission is asking, which is to get a truly integrated product that leverages the potential of having Bond up against the greenway area.

I believe we can do this and still meet OHSU’s schedule for the Knight cancer center, which is a concern. And if you look at the building area, the Knight cancer schedule is shown in orange going off the page there past spring of 2018. Their plan is to finish mid-year, 2018. I believe that we can finish their segment of Bond in the same time frame despite waiting for Parks. We have some early construction activity that we can continue with despite our wait and catchup maneuver.

In conclusion, I think this segment has a lot of potential -- both its greenway adjacency for public access, its synergy with the commons area that OHSU is offering to provide. And I might also add, it has an unusual sort of ADA access potential in that with the roads so close to the greenway and multiple connections planned to the pathways, it should be more accessible than many areas of the city for ADA. So, with that, I’d like to request a resolution to approve these three amendments. I’m happy to take questions. Again, I understand that there may be testimony from OHSU. If you’d prefer to wait and hear what they have to say, I’ll be here.

Fish: Let’s start with some questions, and thank you for your presentation. In the accompanying materials that we have, it says there’s no additional costs in connection with this realignment. Could you address that?

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Browning: It's the same linear feet of roadway. So, big picture, I don't see additional costs. What I'm not fully able to address is the design specifics as we move forward from this and partner with Parks. But I would like to point out that irrespective of the realignment that OHSU has requested, the area would be a special design area in any case. So let me say, if there are costs associated with the special design area -- whatever those may prove to be -- those costs would be there irrespective of the realignment.

Fish: Does this realignment have any significant impact on the operation of the streetcar?

Browning: No. The streetcar, never -- well, I shouldn't say never -- but the streetcar has not for many years been planned to operate north of the Tilikum Crossing. There was an early iteration of the waterfront plan with the streetcar in this area, but the 2009 document - - which is the current document adopted by Council -- has the streetcar turning south of Tilikum Crossing. So, there's no impact on the streetcar.

Fish: Finally, sir, I imagine we're going to hear from both the Zidell -- ZRZ Realty and OHSU that they support this change. Have we received any negative feedback from any of the stakeholders?

Browning: To my knowledge, no. And I might also add that our sister agencies who've participated in this workshop and so on also -- as far as I know and have heard -- do not oppose the change.

Fish: Thank you.

Saltzman: Do we have the amendments that you're proposing in front of us?

Hales: I don't think I have them, either.

Saltzman: OK.

Browning: Well, you have an exhibit A and B.

Hales: So, I have kind of a --

Novick: These are amendments to the amendments.

Hales: Let's take those up in a minute. But more global question -- if you could put exhibit A back up -- maybe with Karla's help --

Browning: I think I have a slide similar to exhibit A here.

Hales: That's fine. This is a much broader question than the small changes in front of us, but I'm just struck when I look at this that this has evolved, you know, to put it a little harshly, to kind of a strange place. And that is, we achieved a street grid south of the Ross Island Bridge that reflects the typical Portland street grid and the neighborhood streets that it echoes. We've evolved to a point now north of the Ross Island Bridge where, you know, it's fairly suburban, frankly, to my eye. But even more strangely than that -- I just can't figure this out just looking at this and I guess I need an explanation. But as it's currently drawn, Bond Street has six curves in it between Meade and Gibbs. Where else do we have an urban street that you would want to imitate that turns 15 or 20 degrees six times in six blocks? I think people will walk down the street and wonder what happened rather than simply having a boulevard that takes off from Grover and runs straight to Meade and then turns, as it must, in order to parallel the greenway. So, why are we doing this chicane in this one and only place in the Portland street grid?

Browning: That's a big question. Let me first address the easier part, which is if you look at this slide, you will see more street grid in the north side district area -- which is bounded by the box -- than you see in this one, which emits that. So, there are proposed streets such as what we call River Parkway towards the river in the vicinity of the Ross Island Bridge that do start to create a little bit more of a grid in the ZRZ Realty area. But you're right -- in the OHSU area, we have this rather large block of land.

Now first, I believe if our OHSU representative comes up and shows you a master plan of the Schnitzer campus, you will see more of a grid-like structure that is private

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development by OHSU, such as the thing they are calling the promenade, which is not open to motor vehicles but is a de facto street for bikes and pedestrians on their campus.

The chicane-like feature of Bond -- well, obviously, we need to go from a fixed point to a fixed point, which is from under the Marquam Bridge to the Tilikum. And to do that, some type of curb is going to need to be introduced.

Hales: One at each end --

Browning: Yes.

Hales: But why the four in between? Again, I want to ask this question not just to put you on the spot but the whole team. There are streets in Portland that curve, like Willamette Boulevard, because it's on the top of a bluff. And as you walk or right a bicycle or drive down that street, it makes sense that it curves. Terwilliger curves, because it's matching the contours of the hill that it's built on. But here we have a flat piece of ground and a completely blank slate redevelopment effort, and someone has drawn a street that frankly has this sort of drunken aspect to it -- to put it even more harshly -- where it's just sort of weaving left and right, and I can't make any sense of it from looking at this diagram. Somebody needs to tell me, at least, and maybe others interested, why?

Browning: I do believe that the realignment straightens it out some -- you can see that, correct?

Hales: Well, that doesn't straight to me. It looks to me like there are six curves between Meade and Gibbs.

Browning: The genesis of the street layout is candidly something that I started with, and I was not privy to the original layout --

Hales: I'm not trying to put you on the spot, but who can stand and deliver from PBOT particularly and say this is going to be our street, we're going to own it, and a whole bunch of development is going to happen along it -- which obviously there are people here interested in, and we are too. But streets last for hundreds of years, so you have to get it right the first time.

Browning: Right.

Hales: And frankly, I'm worried that we haven't.

Browning: Well, there are representatives from PDC and PBOT in the room that might be able to address this with more background than I have. I don't know if any of those people want to jump up here?

Hales: I've made it so inviting to come and talk about this. [laughter]

Dan Layden, Portland Bureau of Transportation: The drunken street -- I like that. I'm Dan Layden, I manage the capital projects group for PBOT. To answer the question, I think that Brian Newman from OHSU can probably do a better job with the OHSU portion, and talk about what the master plan looks like. In terms of the Zidell section, the challenge we have is getting from underneath the Ross Island Bridge, which has constraints because of where the piers are located and matching the intersection of Porter that goes across the Tilikum bridge. So, that's really the challenge point is trying to get those two aligned. You can see the old alignment had a bit more of a curve. What we've done is straighten up that first block --

Hales: Almost.

Layden: Not quite. We can't quite straighten it out because we've got to be able to get from underneath the Ross Island Bridge up to the Tilikum alignment. We kind of straightened that out as much as we can and then put in a bit of a curve to be able to get up to Porter and be able to make the connection with Woods. And then on the other side, it's fairly straight. It's not -- there isn't as much of a curve as it may look like on the map. So, I think what we're trying to do is match those two points both in terms of the horizontally and vertically in space, and that's the way it's kind of worked out.

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The other thing I'd point out is this is the alignment that is in the master plan. This isn't the engineer alignment. There is more work going on with actually making the alignment work, and we are -- there may be a little stronger curves in this plan that you see that has shrunken down than you will see in the reality of the street. So, we are very cognizant to try and not make be it be a curvy street, but there are just because of the nature of the properties and the current context of the street --

Hales: Is it possible -- and I think that it is -- to take off from the last column underneath the Ross Island Bridge and proceed in a tangent section all the way to Meade? It's not? And no angle? There's no place that you can get through?

Layden: I can't answer for certain right now. Maybe you can, but I can't answer.

Geraldene Moyle, Portland Development Commission: Geraldene Moyle with the Portland Development Commission. The fixed point is at Porter with the Tilikum bridge.

Hales: Right. How wide is that opening?

Moyle: That opening at Bond at the Tilikum bridge is the width of Bond currently. So, that's 70 feet. But there's a fixed point at Gibbs. There's a fixed point at the Marquam Bridge, and then there's this center fixed point at Porter. With the TriMet light rail project, we actually built that intersection. So, it was always assumed that Bond would land where it's currently constructed at Porter. So, if you were to shift Bond south of Porter to connect to Meade, you would actually miss the pre-constructed intersection at Porter that was put in with light rail.

Hales: OK. So, why the curve at Woods instead of the straight section from the Ross Island Bridge to that point?

Layden: Where it kind of sags down a bit?

Hales: It appears to curve at the intersection of Bond and Woods. I mean, it's hard to see in this little diagram.

Layden: That's the proposed realignment and that is I think to the sort of give a bit more room on the other side to the east for ZRZ properties.

Hales: Well, it's already a huge block. So, again, I'm just mystified as to why -- I understand the property owners, including the ZRZ and OHSU, want to maximize the footprint of their blocks, but you're also talking about designing buildings that are going to have a five or ten-degree angle on their face because the street is curving five or ten degrees. Or else, you're just going to have not a very good interface between the buildings and the sidewalk. So you know, again, this is sort of City Design 101, but I can't think of any place in the world -- any street that I've walked down -- that this one resembles. And for people that will be visiting this place 100 years from now, how is this going to make sense like Naito Parkway makes sense or the Park Blocks make sense? How is this going to make sense? You've been around city design a bit. Tell me what you think.

Dennis Allen: Let me help out. Dennis Allen, ZRZ Realty. I'll give you a little color on our portion as well as all of it. So as Geraldene said, we're under constraints because you need to get on Bond where it starts over there at Gibbs, and you have to get over to -- through the Ross Island Bridge, through a certain set of piers, across the light rail bridge at Porter in a definitive fixed place that even has a little bit of an angle to it, and then over underneath the Marquam Bridge at the top because you've got buildings that are in the way. So, as it relates to our property, there's a couple of reasons for the tweaks.

You can see the old Bond alignment, which is the line up there. We actually thought that that was worse because it did not have as much of a straight shot. So, when you look at trying to make it more of a straight shot, we wanted to move it down through another set of piers to get it closer to being a straight shot from Porter to Gibbs. So, that is somewhat of a straight shot.

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Now, it has a few tweaks in it. The tweak over there south of the Ross Island Bridge, is -- I don't love it, but one of the reasons is to get that parcel to be big enough to fit a grocery store in the building. And that was a desire of us and everybody in the neighborhood is to get the grocery store down there and the grocery stores have certain size, you gotta get the building to be a certain size, so that was an accommodation to get it to wrap around the building that could work and make it get by the barge business. So that little tweak in there is because of that. And then you have to get over Porter, and then as it relates to get down to OHSU, as you're getting out to get -- they can come up and talk about -- but you need to get a larger parcel in there to make that work a little more. So, I think you've got some unfortunate circumstances that don't allow you to have a straight street.

I'll also point out that I don't necessarily think a straight street is the best thing. I'll tell you the reason for that. There is a lot of current thinking in the urban planning circles that to do things like traffic calming, you want to have some bends in the street so that you don't have people traveling at higher rates of speed, and I think that this is the type of district that warrants something like that. You don't need to go -- I've said it before -- you don't need to go at a high rate of speed down here because you're coming in and out of the portals anyway. So, better to have some traffic calming features and measures that mellow the traffic a little bit and create a better pedestrian-friendly experience. And I think it's proven that some of these slight tweaks like this where you don't have a straight shot will do some of that. So.

Hales: Yeah, well, again, we're in an urban environment, we're sitting in the middle of one with lots of straight streets and frequent interruptions, and traffic speed is not our issue here. I suspect it won't be in this neighborhood either after it's built out because it's going to be a bit congested with all modes. So, I'm just trying to make sense of this from a long-term perspective.

Allen: I think the spot that you really want the straight streets -- because you want a straight street a lot of times -- you want it for consistency so you know where you're going in an urban environment. You also want it to see what's the end. So, the east-west streets become more important straight streets because you can see down to the water. So anywhere you're at, you can say, "there's the river."

Hales: I get that. And I like what has been done between Meade and Sheridan. That makes a lot more sense. You've got a street that's fronting the river for as long as it can until it turns. That to me -- you know, in terms of the readability as a pedestrian or anything else makes sense. But I'm still struggling with why it's necessary to make -- I understand the Porter intersection is already built. And I understand the interest in a grocery store. But boy, that's pretty short-term. Maybe it won't be.

Allen: Yeah. Well, we'll see. We're still looking for one, so, you know, we'll see. But that's the reason for some of the bends that are in it.

Hales: Any other questions?

Saltzman: The Design Commission's letter that they sent to us had a number of desirable conditions, so those will be addressed in the next phase?

Fritz: Actually, I was going to propose an amendment on that.

Saltzman: OK. I'll retract that question. I'm just curious -- we're talking about curves and I guess the thought that crosses my mind is streetcar travel time. We know that's an issue. Do these curves slow down the streetcar at all?

Hales: No, it's not on that.

Saltzman: Oh, the streetcar's on --

Hales: It's on Moody.

Saltzman: OK.

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Browning: And our proposal to turn the streetcar would put it very close to where it currently turns. Although, I emphasize that's not a definite, it's just a thought at this point.

Hales: So when Moody becomes one way, what happens to streetcar? You say streetcar's going to remain there?

Browning: Right. Yes. It will remain as a two-way operating streetcar on a one-way Moody.

Hales: So it will be curved off or something?

Browning: Yeah, there will be a dedicated lane for the wrong-way streetcar is my understanding.

Hales: It would probably move faster because of that that. No conflicts with traffic.

Browning: We hope not.

Fritz: We still have to do the amendment, right?

Hales: Right. Thank you. Anything else, Rick, that you wanna -- Brian, sorry, go ahead.

Brian Newman: Well, you tell me when the right time is for testimony, but I came prepared to speak on the proposal.

Novick: I think it would be helpful if you did that. Also, Mayor, I asked PBOT if it would be possible to push this issue back while we answer further questions, and Mr. Layden has said that without too much angst, we could maybe push it back two or three weeks, and I just wonder if possibly --

Hales: I would appreciate that.

Novick: Yeah.

Hales: Yeah, I'm still not persuaded this is the best solution, so I would like to feel confident in this given how long this decision will last in getting it right the first time. So, I appreciate that. And I'm sorry I didn't look at this more carefully before. I had a little bit to do with this street grid a while ago, but it's changed. So, let's let Mr. Newman testify and then take up the amendments.

Newman: OK, thanks. Mayor Hales and members of the commission, Brian Newman with Oregon Health and Science University. Thanks for your attention to this specific request, which we obviously support. I also want to thank the staff from Parks, from PBOT, from Portland Development Commission, Planning, and BDS, who have been working with us -- in a locked room in some cases -- trying to get to the consensus and support an outcome that works for all the city, all the stakeholders, and of course, the property owners. Particularly, I want to thank -- we had two members of the Design Commission spend an entire afternoon with us in a workshop, and of course, the Design Commission supported the recommendation that's in front of you with those conditions -- and I'll get to those in a second.

Real quick, the first slide. The OHSU Schnitzer campus is supposed to be a new research and academic campus, and the vision was for an urban, connected, green and welcoming campus. We want this to be an extension of downtown Portland. We want it to be at least a 16-hour district so it doesn't feel like the hill does, frankly. It was in response to the condition on the hill where there's no sense of place that we wanted to correct and create on the Schnitzer campus. And we wanted active ground floor uses in a rich public realm -- and I'll get to the rich public realm in a couple of elements that OHSU is intending to complete and fund to achieve that. Next slide.

This shows you our master plan that's been revised with the Bond realignment. And real quick to your question, Mayor Hales. Originally, River Parkway went along the river. That was the original alignment of River Parkway. It shifted over time because when the light rail alignment was chosen -- which came later -- that intersection where River Parkway crossed Porter to meet the grade -- because at that point, the bridge is climbing to get over the river -- it pushed that at-grade intersection west. It actually split one of our

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development parcels into two triangles. And so, it left a few parcels on the east side of Bond, but it -- what we're essentially going to is back to the original River Parkway proposal, where at least on our campus, where the design area is, it's right along the greenway.

There's two major design features to our campus master plan. One is the promenade, which is essentially a public street with no vehicles. It's bicycles, pedestrians, it's a rich public realm, as I mentioned earlier. We built phase one of it with the collaborative life sciences building, and we'll continue it with our future buildings, including the Knight cancer building, which divides the campus into smaller blocks, getting to your point. It's hard to see on the street plan, but you can see it on the master plan.

The second element is the OHSU commons, and that is essentially the heart of the campus. There's two features of that. One is that it's really the heart of the campus, it's the gathering space, but we put canted it towards the greenway very consciously. When you go down to South Waterfront now, if you are from out of town and just plopped into Caruthers Park, you wouldn't even know that there is a river two or three blocks to the east. We canted our commons, which is a green space, east-west, so it's unmistakable. It connects the campus to the greenway, to the river, with those great views of the bridge, and hopefully great views back from the bridge towards our buildings as well. It's really to create that axial relationship with the greenway and open it up the greenway to the campus. Now, the final slide is really --

Hales: Before you switch slides --

Newman: Sure.

Hales: In the time that we'll have for a couple of weeks, I would like to look at how this design scheme is rectified with this street plan, because I like yours better. So, I would like to see how they match up and why the wiggleness of both River Parkway and Bond Avenue makes any sense. Because your urban design scheme makes more sense than what I'm seeing in front of me in the ordinance.

Newman: And they are intended to be straight and not have wiggles to them, so maybe it's just part of the way that they were -- they are rendered or represented.

Hales: It may just be a drawing problem.

Newman: Finally, I want to show you the sections that are really before and after. I mentioned that the alignment of Bond, after it was changed with the Tilikum Crossing, kind of pushed it further west, we ended up with the two development parcels north of Meade Street that are 80 feet deep, and you could build 125 feet or more high. They're strange in the sense that really, if they are developed out, they would create a wall between Bond Street and the greenway and probably out of character in my mind based on just the size of the parcels.

We also realized that they were -- they were not really developable, or at least easily developable. There's no curb cuts allowed on Bond, so you couldn't park them, you can't serve them with logistics or supplies, so they create these parcels that if they're left -- they will be developed someday, but hard to do so. This made sense from an urban design perspective to open up the greenway but of course respect it the greenway, and the new alignment stays out of the greenway and lowers the grade as you get closer the river. So, hopefully it'll be cheaper to execute from the perspective of PBOT, but it also trades that development footprint, if you will, onto the west side of Bond where it's easier for us to deliver -- and works, honestly, better from our campus development perspective based on the kind of program that we have.

That's the reason that we were supportive of it and spent a lot of time obviously with staff and the Design Commission working through the details. We had another series of presentations of kind of design themes that we shared with the Design Commission. We

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have those, if you would like to see those, but happy to take questions on how we arrived here and why OHSU supports this.

Fritz: I am concerned about what you mentioned, the building height towering over the greenway. And by the moving Bond right smack dab -- as close to the greenway as you can, that's going to also move the building to the west. And my understanding is that building can have 250 feet with FAR bonuses.

Newman: That's correct. 125 feet -- as I understand -- base height, but with bonuses, 250.

Fritz: Yeah, so that's of concern to me to have 250 feet just across the street from the edge of the greenway. Is there a way that we can get a commitment for that building to step down at all?

Newman: Well, two points, Commissioner. One is by aligning Bond -- I think you made this point -- it makes sure that any development is further from the greenway by the width of that roadway. Because there is a parcel on the east side of Bond under the current plan which could be 125 to 250 feet high, only 80 feet wide -- so it'd be a little weird, honestly, from a building perspective -- but it moves any of that impact, if you will, from the built environment further west.

But second, from our perspective, when it comes to height, there's two limiting factors that impact us much more so than the height limit that's allowed under code. One is the project budget, frankly, but the second is, because of our uses -- and this is the case with every building that we've built in the South Waterfront to-date -- we don't exceed the height that's allowed in the code because we hit the FAR much sooner, the FAR limit of nine to one, even with bonuses, which is the kind of the limit, because we have larger floor plates than residential. Residential, because of the small floor plates, can go much higher, but because of research, clinical uses, academic uses, our buildings tend to be smaller. And the Knight cancer research center is a good example -- that's only seven stories tall. So, I don't believe -- and everything we've rendered shows our buildings stepping down to the river along the lines that you just described. So, I think we're aligned as far as vision, but I don't think that it's really a function of the height limit but it's more the fact that our uses tend to have the larger footprints and the FAR is more of an issue before we even get that high.

Fritz: Thank you, that's helpful. So is it the Knight cancer institute that's going to be right on Bond?

Newman: Can we go back to that 3D -- right there. I can't see it myself.

Fritz: The one with the pink?

Newman: No, that's not -- so, the Knight cancer research building -- if you can highlight that. Right there, yeah. It's there, that's seven stories.

Fritz: How big is the one that's got the arrows?

Newman: We don't know. To your point, that's so far in the future as far as phases. We haven't programmed it or designed it. But we render it because -- let me back up. Most of our intensive uses are on Moody Avenue, where the height limit is higher than closer to the river because there are larger footprints, if you will. The softer uses, which are more campus amenities, are closer to that commons, if you will. For example, that triangular parcel that's just east of the collaborative life sciences building -- we've envisioned a three-story, maybe four-story school of public health -- joint school with PSU. All of those buildings closer to Bond are closer in that range from three to five stories than the 12 or 14 stories that are closer to Moody. But you're right, your point is well-taken. It's not a function of code, it's because of the way we envisioned our master plan and laying it out on campus.

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Fritz: Thank you, that's helpful. So, you'd be willing to commit -- in that long rectangle that you don't know what's going in it, you'd be able to commit to a step-down from the ones that are on Moody?

Newman: Well, I think -- when you say commit, you mean like a development agreement, or?

Fritz: You're going to be going back and doing more design, so -- and there's comments from the Design Commission that I'm going to incorporate in a minute.

Newman: Sure.

Fritz: My understanding is it's supposed to be a collaborative process with a lot of different bureaus to discuss the development plan and the street alignments.

Newman: We certainly intend to step down towards the river along the lines that has been set in the vision of South Waterfront and code. Whether or not we'd trade away entitlement -- I can't answer that question, Commissioner. I'd have to review that with my colleagues at OHSU.

Fritz: OK. If you would do that while we're still discussing this, that would be great.

Newman: OK.

Hales: Let me make sure I understand it -- the general intention of your master plan is to have those towers that I assume are the three rectangular -- there we go. So, you intend for those to be as tall or taller than the collaborative life sciences one, right?

Newman: On the west side of the promenade.

Hales: Correct.

Newman: Yes.

Hales: And to my eye, that's completely appropriate both because the collaborative life sciences center is there and the tallest structure in the neighborhood is the Marquam Bridge. So, you know, I have no reservations, Amanda, about them being vertical back there. I understand your concern about the greenway, but as far as the frontage on Moody where you're getting closer to the Marquam Bridge itself -- frankly, I'd love to have something taller and more compelling to look at than the Marquam Bridge in that neck of the woods.

Fritz: Yeah. I'm concerned about the ones on Bond. If it develops like this, that would address my concerns.

Newman: That's certainly our vision, Commissioner. And we've rendered it every single way, and it's not sleight of hand, it's not because we don't plan to sell something that we don't intend to execute. It's because we actually agree with you -- stepping down towards the river and having more intense development between the Moody and promenade makes sense from our perspective as well.

Fritz: Thank you.

Novick: Mr. Newman, the Design Commission letter mentioned an additional 10 feet of the Bond alignment that could be available if the City would need it. In the absence of a more detailed design, memorializing that offer of the additional 10 feet would be helpful in order to accommodate the needs of the street and greenway. Is OHSU still comfortable making that offer should the City need it?

Newman: We are. We've already agreed to a street with a right-of-way for Bond that goes from 70 to 73 feet at the request of PBOT. So, we've supported that, which is different from the original street plan. And then the flexibility that was kind of described as part of this process as it unfolds, 10 feet -- we're fine with that as well. There's nothing magical or nothing secret that we're trying to accomplish here. And as part of the process of designing Bond and the greenway -- especially if those schedules come together as described by Rich -- if they need that flexibility, we're happy to provide that and support that.

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Fritz: So, you also wouldn't mind committing to the area of land that you own east of Bond remaining vacant?

Newman: If it's realigned and we're talking 10 to 15 feet, absolutely. One of the things we talked about with the Design Commission is making sure that that's designed so well that there's public gathering areas, there's maybe kiosks for the seasonal activity, there's all kinds of things that accomplish the greenway vision. And we'd be supportive of that.

Fritz: Thank you.

Hales: So, I haven't had a chance to walk to David Wark or the other members of the Design Commission, but I've seen their letter. Maybe tell us in your words, how do you think this special design area tool is going to work in practice as you start working on this specific projects in there? How's that going to be different from design review otherwise?

Newman: I'll give you one example and then Rick probably has some thoughts, as well. We had a great conversation with the commission. It was a difficult conversation because frankly, they -- like you -- were asked to kind of weigh in on the alignment in the absence of details on how Bond was be designed to the greenway. But one of the things we described to them was, for example, where the commons comes down to Bond, having a raised section of the street, so actually the priority visually to users instead of going north-south along Bond is really that pedestrians crossing the street has priority. So, it's a special area between Meade and Arthur that signals that the commons essentially continues across the street to the greenway. And then we have identified opportunities that are consistent with code but may go beyond the code of activating our ground floors right at the adjacent corners as well.

Hales: How would that -- how does that get played out between you and the Design Commission?

Newman: They put us on notice that they're going to hold us to a very high standard when we come in with our buildings along that special area for activation of the ground floor, for furnishings zone, if you will, and just the quality and the design of those buildings. And so they were very clear, and I don't think we would shy away from that. We expect that and welcome it.

Hales: OK. So, I think it's important for us to get this discussion into the record because everything OHSU has built so far has been excellent. The projects that you've just taken through the Design Commission are excellent. But back to my earlier diatribe about the street grid -- I mean, essentially what we're doing with this street plan overall -- wiggles notwithstanding -- is saying it's OK to have a campus here in the middle of the city. You know, we would normally say, "build out a 200-foot grid or thereabouts," but we are acknowledging this area is going to be a university campus. And so I think that's appropriate that we allow much larger block sizes in what will be a campus-style development. But it has to be an urban campus style development.

Newman: Absolutely.

Hales: And so I would hope and expect is that the Design Commission and you will collaborate on a very high level of performance in terms of how those buildings meet the public realm. Because they're going to be really big. And just like the collaborative life sciences centers, which is a good-sized building, some of these will be even larger, potentially. So, that's really important that we get that right, because we rely on the design standards, our design guidelines, and the 200-foot grid to both get it right and limit the damage when somebody doesn't do a particularly good job of getting it right because it's only 200 feet long. So, this is a big deal. That block has to be, what, 500 feet long? That one rectangular block there.

Newman: That's east-west, it's between 280 and 300. I can't remember the exact.

Hales: On Arthur? I'm talking about the really long blocks.

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Newman: Oh, you're talking about without the promenade included?

Hales: Yeah.

Newman: Oh, you're right.

Hales: OK. The promenade will interrupt the buildings. So, it will still be a grid there.

Newman: Created by the promenade. That's right.

Hales: Thank you.

Novick: Mayor and colleagues, I have a suggestion. Commissioner Fritz has an amendment, I have an amendment. Given that we've got a packed agenda today and I think that we've agreed to take a further look at this over the next couple of weeks, I would suggest that we stop now, and we can reschedule another discussion in a couple of weeks.

Hales: OK. Anyone else that needs -- would like to get testimony on the record today? Otherwise, we can do that. OK, that sounds fine to me. Thank you very much, appreciate it. Appreciate your presentation and the Council discussion and your patience with mine. So, we'll continue this until early January. You want to wait and set a date later?

Novick: It would be nice if one's available.

Moore-Love: It would be 11:00 on January 6th. It's pretty full in the morning.

Fritz: Is there already a time certain that morning?

Moore-Love: There's three already that morning.

Fritz: I thought we were limiting to 90 minutes.

Moore-Love: The 13th is a better date. We would have 10:30.

Hales: Is that alright? The 13th of January? Is that alright? OK. Let's do that then.

Novick: Thank you.

Hales: OK, so it's continued to the 13th. Thank you very much. Look forward to scheduling a meeting with my office in the meantime. Alright, then. Let us move on. And we have amendments on that item for later, so we'll have a chance to take those up then. Let's move on please to item 1302.

Item 1302.

Hales: Good morning, Jon.

Jon Uto, Bureau of Human Resources: Good morning. Jon Uto, Human Resources. This ordinance is just to provide two technical adjustments to the phase one compliance agreement related to the recreation arbitration. One is related to pay, allowing HR and Parks to pay for preschool teachers above entry rate, and the other is related to implementation or withholding implementation of civil service recruitments until more stable funding sources are identified.

Hales: OK. Questions? Thank you.

Fish: The most succinct presentation of all time, Mayor.

Hales: A new record for clarity and simplicity. Thank you, Jon. Good work on this. Anyone else want to speak on this item? Let's take a vote, please, it's an emergency ordinance.

Item 1302 Roll.

Novick: Thank you. Aye.

Fritz: This does represent the City's continued willingness to work with Laborers 483, who are also continuing to work with us. It resolves an issue from phase one that there were four preschool teachers who had a reduction in the hourly rate -- even though their compensation increased -- when they became members of the bargaining unit. We are not committing that this may happen again, but in this particular case, it was an unintended consequence, and we wanted to make it right for those four employees. Aye.

Fish: I'm pleased to support this. And Commissioner Fritz, during your services as Commissioner-in-Charge of the Parks Bureau, you've brought a particular zeal to raising

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the working conditions and standards of the people who report to you, and I applaud you for your work. Aye.

Saltzman: Aye.

Hales: This is good progress and a constructive partnership, so thank you all very much. Aye. OK, let's move to -- do you want to take up the items pulled?

Saltzman: Can we do those after the regular agenda?

Hales: We sure can. That's fine. Let's move to 1320 then.

Moore-Love: Direct the City Budget Office to create an ongoing general fund transfer to the Housing Investment Fund starting July 1, 2016.

Hales: Oh, that's 1321.

Saltzman: Yeah, that's --

Fritz: A rare -- I don't think I've ever heard you read the wrong thing before in the nearly seven years --

Hales: [laughs] That's right.

Fish: Even Steph Curry misses an occasional free throw.

Moore-Love: Sorry about that.

Item 1320.

Hales: Commissioner Saltzman, Commissioner Fritz.

Saltzman: Did you want to make some opening remarks?

Fritz: Sure, thank you, Commissioner Saltzman. I really appreciate that, since I initiated it. I'm very pleased to see this initiative coming to fruition under your leadership of the Bureau of Development Services.

The business continuity plan began during the budget process earlier this year, when the Bureau of Development Services was part of my portfolio. The plan came out of a need for a clearer direction and guidelines for the bureau during times of financial downturn, allowing BDS to respond quickly and flexibly with necessary expenditure reductions.

The Bureau of Development Services' financial staff developed the plan in collaboration with the leadership team, the Development Review Advisory Committee, the budget advisory committee, the finance committee, and the labor and management committee. We know how to do process. And it was a very -- I attended several if the first meetings. It was frankly really hard for employees and management and for myself to remember the hard times of the recession and the drastic cuts that were necessary because we didn't have a business continuity plan in place before. And so, because the business is now booming, it's a really good time to have this plan so that future Commissioners-in-Charge of the Bureau of Development Services are clear with the Council's direction on this is how you know when something is coming and this is what you need to do to avert the absolute cliff that happened in 2008. So, very much appreciate all of the staff in the Development Services, and thank you, Commissioner Saltzman, for your partnership in this.

Saltzman: Thank you, Commissioner Fritz, for your leadership on this. Without further ado, I'll turn it over to Director Paul Scarlett and our BDS manager, Elshad Hajiyev to walk us through this plan.

Paul Scarlett, Director, Bureau of Development Services: Thank you. Good morning, Mayor and Commissioners. I appreciate the introduction, Commissioner Fritz. You stole a lot of my talking points. But I would say I echo them because truly this is a report that's intended to provide the bureau with guidance for when there are major downturns in the economy. I do want to share with those listening and watching that we don't have any immediate such plans. The economy is strong. We're operating at cost recovery -- in fact, exceeding cost recovery in a lot of programs. Our reserves are strong. The economy and

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the work load, staffing level -- we're really heading in the right and strong direction. So, I wanted to share that to provide some context.

However, the past experience that Commissioner Fritz alluded to did provide some experiences, better or not, that has helped us to shape this report to provide guidance and predictability for what actions will be taken, how, and when. The report provides the Commissioner-in-Charge and the bureau director the authority to activate the plan in triggers such as not recovering costs, or there's been downturn slowdown in workload of activities for over several months. Those are good triggers for us to review and monitor closely. We certainly won't be reacting in ways that aren't feasible or practical, however, we do have solid data from economic matrixes and so forth that we will monitor closely and bring to the attention of the Commissioner-in-Charge. The workforce -- and partly because we have mandates that are state-funded -- well, they're state regulated in terms of the timelines both on the land use review side and building code side -- we are required to comply and meet those timelines even when we're not operating at a cost recovery. So, there's some priorities that sometimes has to be set along with adjusting staffing levels, like which ones do we do, which ones don't we do. So, the report really goes into detail and spells out a lot of is the necessary information.

I do want to thank Elshad and the finance team who's helped to develop this. As Commissioner Fritz said, this was a very collaborative process, to include -- because the industry also wants to know, what are you going to do if there's a downturn? Employees want to know, what are we going to do? What are the criteria? And so this really has, I believe -- we have developed it, and it's also aimed at -- it's also developed as an evolving report. So from time to time, we will submit the report, we'll provide updates, we'll evaluate it, we'll make changes as necessary. But I do want to thank the staff who has worked on it, and I'll turn it over to Elshad to go through some of the more specific details of the plan. Thank you.

Elshad Hajiyev, Bureau of Development Services: Thank you. Good morning, Commissioners, Mayor. Elshad Hajiyev, finance manager for the Bureau of Development Services.

Before I delve into the plan, I just want to remind you that the bureau is supported mostly by the fees -- permit fees, license fees. 96% of the funding is coming from those, only 4% is coming from the general fund. So, there is a huge need for our bureau to be self-supporting because there is no reliance on the general fund. On the other hand, we have construction industry that is extremely cyclical in nature, so it goes through the ebbs and flows and we have to be prepared to weather all those ups and downs.

The plan itself is developed over nine to 12 months -- and again, as Commissioner Fritz mentioned, it includes input from our major stakeholders and also from our employees. It's divided into basically three parts. The first is the leading indicators. We selected eight from them. Those are indicators that some of our divisions are reporting on a regular basis. Those include pre-application conferences, our early assistance appointments, valuation of our received building permit applications, even measures like traffic at our Development Services Center. We count the number of people that come in every day. So, those eight are designed to basically help us to identify early signs in when the trends are changing. So, there are eight of them, and they are reporting them on a monthly basis.

The plan triggers is the next set of indicators. Those are five. And if any four out of those five are triggered or activated, that's when the plan itself and the measures outlined in the plan will be activated. And Director Scarlett and the Commissioner-in-Charge have the authority to activate that plan. The measures the plan triggers includes, for example, if the cumulative cost recovery is below 100%, or if our reserves dip below our minimum

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levels, or if the number of applications that are coming to us over the six-month period has been consecutively dropping, or the valuation of our permits. If any four out of those five are activated or triggered, that's when the plan itself and the measures outlined in the plan will be triggered.

Unfortunately, we as a bureau -- or any economist -- do not know the exact timing and the severity and the duration of any economic downturn. We can make our best forecast, however, as far as the when and how long it will last and how severe it will be -- it's very difficult to predict those things. So that's why this plan is very important and the measures outlined in this plan are very important to follow when any of those triggers are activated -- any four of them are activated. The measures range from basically first looking at our workloads, looking at our staffing levels, assessing our programs, assessing our workforce, and then make adjustments to it.

There are seven measures outlined, and those could be implemented in any combination or in any order, again, depending on the severity and the duration of the economic downturn. Again, we're talking about something that is big. We're not talking about our revenues are up by 5% and now we're going to go through those measures and implement them. We're talking about something really big happening.

We also will -- actually, we already started preparing the dashboard that is being sent to bureau management and to the Commissioner-in-Charge. It shows all of the triggers and all of the leading indicators. It also identifies the managers responsible for reporting on them. We color-coded it. It's actually pretty simple. If it's green, we're good. If it's red, we have to pay attention.

And again, as Paul mentioned, we will be evaluating this plan, and the measures outlined and the leading indicators on the annual basis and to make adjustments. For example, let's say the traffic at the DSC is the measure that we're using now, however, with the use of the technology, that may -- we will maybe be needing to tweak it a little bit for online traffic. So, we will be monitoring all of them on an annual basis and make adjustments. And this plan will be part of our budget submission. Every year, if necessary, we will make adjustments and submit it for your review during the budget process.

Scarlett: I'll say that the Budget Office is pleased with the development of the plan, and it's indicated that it could be a model. I don't know for which bureau, but certainly we'll be utilizing it in our bureau as part of the budget process. Before I forget, we respectfully ask that the Council accepts this report.

Hales: Questions?

Fritz: I just have a clarifying question. When I was Commissioner-in-Charge of Development Services, you would give me a report every month on all of these kinds of indicators. And I know that Commissioner Saltzman is similarly data-driven in his work style. Supposing we had a different director or different Commissioner-in-Charge, what is the position within the bureau responsible for tracking all of this data and bringing any kind of changes to the director's attention who then brings it to the Commissioner's attention?

Hajiyev: That will be me.

Fritz: It's the financial manager --

Hajiyev: Yes.

Hales: The finance manager who is responsible for doing that tracking and raising the red flag if necessary.

Hajiyev: Correct.

Fritz: Great, thank you.

Hales: Other questions? Thank you both. Thanks very much. Anyone else want to speak on this item?

Moore-Love: We had two people signed up.

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Hales: OK, come on up.

Veronica: Good morning, everyone in the city of Portland. Welcome to Wednesday's City Council. And it's good to see you, Mayor Charles Hales, it's always good to see you because we like you. Good morning, Amanda, you always look so nice. Good morning, Commissioner Novick, you're doing quite well and you always look nice -- they're all handsome. Good morning, Dan -- Commissioner Dan Saltzman. You're looking well. Good. And good morning, Nick Fish. He always looks well. Anyway, it's good to see you.

I was supposed to be speaking to this issue, and I do support what they just said. I think that it's important to support the gentlemen who come to the City at their own expense and testify. Generally speaking, we do support issues in the city that are germane to all the people. And I like both of those guys. I think that that I would generally support everything that they said, except for one or two things. Let me look at that. It's 1320, isn't it? Oh, good. General plans. Good.

Along the life-span of this city, I'm happy to report that things are continuing. I just want to amend one little thing. My former professor said "never hesitate to add to the built environment systems and constructs for life in the future," so I generally support it. I just wanted to echo that. And you will notice that I'm clueless about what most of it goes, you know, in that plan, but I trust. Those of us who're out here trusting the lord, and hallelujah. Thank you.

Hales: Good morning.

Crystal Elinski: Good morning, Mayor and Commissioners. My name is Crystal Elinski and I represent 10,000. Very privileged to be here, and terribly sorry that I was late this morning for communications. It's taking me a lot longer to get anywhere in the city the further I move out. When I first met you all, of course, I came here as a newly homeless person many years ago, and the news now is simply that I'm still trying to function within the subsidized housing market and dealing with apparently a condominium association that I didn't know about, and as well as the subsidized housing now want us all to pay 50% instead of 30% of our income. So, speaking to the agenda item, and many agenda items -- speaking about the economy as if it's working is really funny to me. Whether or not it's a friend who's lived in the same house for 20 years, or somebody who just got on the Central City Concern, where you recommended me to this time, Commissioner Saltzman -- everybody is suddenly paying 50% or more or they're getting 25% increase on their rent as soon as the landlords found out about the emergency planning for homelessness -- that there would be a 90-day requirement for a 5% increase. No one is getting a 5% increase on their rents. They're getting huge, unbelievable increases. So, I'm glad that we are working on a budget, on a budget clarity that will work for the future of the city. I hope that as a citizen, I can follow it more closely. I can't attend meetings like I used to. It's really hard as a citizen -- and most people tell me now that I live way out of the town and on the bus that they can't attend these meetings and these hearings, and they really want their voices heard. So, having a really clear business plan I think color coded or whatnot would be very helpful.

I would also like to point out with the last agenda item that the Parks and Recreation hiring the Rangers part-time was upsetting for them and for a lot of us trying to push through the 15 now -- which I always say is 50. I would like our City workers in any range to get paid as much as our Commissioners. And whether they are working through labor, 583, yeah, or whatnot, and getting their benefits. So, that's part of a really strong business plan, where we can get over any humps over any future economic crises. Thank you.

Hales: Thank you both. Anyone else?

Fish: I move the report.

Fritz: Second.

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Hales: Let's take a roll call vote.

Item 1320 Roll

Novick: Thank you. Aye.

Fritz: I'm really proud of this, and I just am very blessed to have worked with the great folks in the Bureau of Development Services. I want to thank Director Paul Scarlett; finance manager Elshad Hajiyev; also Deborah Sievert-Morris, who's here; Dora Perry, who's the equity and policy manager; Rachel Whiteside, who's the co-chair of the labor management committee. Just a wonderful group of folks who have done a lot of really great work to set out a framework that will hopefully give early warning of future downturns, and then give direction to the Commissioner-in-Charge to take early action so that we don't have the precipitous drop that we saw in 2009. So, thank you very much for all of your good work. Thank you to the City Budget Office and the Chief Financial Officer for looking it over and giving it their thumbs up. And again, I appreciate your partnership very much, Commissioner Saltzman. Thank you for bringing it home. Aye.

Fish: Aye.

Saltzman: Again, I want to thank Commissioner Fritz for her initiating this report and the staff at BDS and the leadership for bringing this report forward to us. And Elshad said, we are a potentially a very volatile bureau in terms of the funding sources -- 96% reliant on how well the construction, remodeling, development economy is doing. So, it's very important to have these indicators and to try to avoid some of the dire situations this bureau has confronted in the past. May not be able to avoid the dire funding scenarios, but at least we'll have some early warnings and the ability to try to respond to those warnings and make sure that we are as even-keeled as we possibly can be as a bureau. Thank you. Aye.

Hales: Good work. Aye.

Item 1320.

Hales: Commissioner Saltzman.

Saltzman: Thank you, Mayor. I don't have to tell any of you up here that one of our most vexing and urgent problems in the city is not having enough affordable housing. By our own estimates, we lack 24,000 units of affordable housing to meet the needs of our current residents in our city.

We are working on many tracks to tackle this affordable housing crisis. We are accelerating our commitments to new affordable housing developments through our largest-ever funding release. We are revamping our bonus program to prioritize affordable housing development. We have taken the first steps to institute the development impact fee for affordable housing, and we continue to advocate aggressively for new tools like inclusionary housing.

Today, we are poised to take the first step to providing the first ongoing source of funds for our Housing Investment Fund through the dedication of our short-term rental revenues. There is no one silver bullet to our housing crisis, no one legislative tool or revenue source to solve our affordable housing crisis. We need a myriad of tools and sources of funds. Today, we add one important piece to the tapestry of resources that we require. I'd like to turn it over to my two co-sponsors, Mayor Hales and Commissioner Fish, before we bring up the panel.

Hales: Thank you. I'll just add these thoughts to that good introduction. This is an extraordinary situation and it requires extraordinary means. One of the reasons why I supported this change is that although in general, I don't like dedicating general fund revenues, this situation that we're facing in housing is so significant and it's going to last a while that it requires that we use different metrics to decide how we operate. To me, this is the right thing to do of the exception, if you will, that proves the rule. Commissioner Fish?

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Fish: Thank you, Mayor and Commissioner Saltzman. Dan, I'm very proud to co-sponsor this resolution. You made it very clear early in your tenure as Commissioner-in-Charge of the Housing Bureau that you wanted to build up a Housing Investment Fund so that it could become another important tool in our kit to give us flexibility in addressing this housing crisis.

In my view, there's a clear nexus between the legalization of short-term rentals, which has taken thousands of units of the market, disproportionately impacting low income renters, and therefore, I think once that nexus was established, it's entirely appropriate for us to take the revenue from short-term rentals and to put them into a fund which effectively mitigates the negative consequences of short-term rentals. The Housing Investment Fund is that source, and I'm also pleased that the Council has given you the broadest possible latitude to spend that money so that you can -- it's truly a flexible and innovative tool to address this crisis. So, proud that you've stuck to this. Second time I think is the charm, and I'm honored to join you in this effort.

Saltzman: Thank you.

Hales: Further comments before --

Novick: Actually, I have a question. And I see Andrew is in the room. What will the impact of this be on the next year's budget? We just got a revenue forecast saying that we will have no additional ongoing revenue.

Hales: Let's let Kurt make the presentation and --

Fritz: It will be -- it'll put us in the hole --

Hales: -- and let him answer that.

Kurt Creager, Director, Portland Housing Bureau. I believe there's also a panel.

Saltzman: Yes. Do we have three chairs up there?

Hales: We do.

Saltzman: OK. Let's call up John Miller, Executive Director of Oregon Opportunity Network, Israel Bayer of Street Roots, and Jes Larson representing the Welcome Home Coalition.

Hales: A fourth chair --

Saltzman: Yeah, drag up a fourth chair.

Creager: While they get settled in, I'll get started with at least framing the issue. It's my great honor to be here. My name is Kurt Creager, Director of the Portland Housing Bureau, and this is something we have been working on for the last several months since I started August 10th.

First, I'd like to recognize the Housing Investment Fund is an important building block in our kit of tools to provide affordable housing in the city of Portland. The reason it's important, even though it's small, is that the money can be used anywhere in the city of Portland, whereas most of our revenue dedicated to certain specific urban renewal areas. So, this is jet fuel that can be used to underwrite projects, to help to make projects affordable, and as per the resolution, it's limited to projects that benefit households with incomes less than 60% of the median income.

As Commissioner Fish mentioned, the legal nexus, the connection between the source and the uses of funds is very compelling. In this instance, we know that market affordable units are being taken out of service in this community and put into play as short-term rentals. We've been doing for the last several months web scraping of listings of Airbnb, and we've done some preliminary analysis. There will be more to come in the New Year. But it's important to note there's about 2500 active listings of short-term rentals just in the Airbnb platform in the city of Portland. Of course, there are other platforms available. Of those, 59% are for the entire home or apartment unit, and 84% of those have high availability, which means that they are available at minimum of 95 days per year. So, those

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are stock that essentially is not available to the general public on month-to-month or lease term availability. And of course, they wouldn't all have been market affordable. We need to drill into the data a little bit more to have really reliable information.

It's important also that you know that the Housing Investment Fund currently receives dedicated loan income from our portfolio of affordable housing units. These are performing loans, some 13,600 units financed by the bureau citywide. We get about \$600,000 a year in revenue. And the fund itself has a current loan balance of about a million dollars. So, this would be tripling the available revenue currently coming in annually to the Housing Investment Fund.

And as mentioned by Commissioner Saltzman in his framing of the issue with the Oregonian Editorial Board, perhaps more importantly is that this provides a reliable stream of revenue that can be used as security for revenue bonds. In the modeling that we've done in consultation with Ken Rust, Chief Financial Officer, is we could raise between \$12 and \$30 million next year, depending on the financial assumptions made in such a bond.

I want to underscore that Portland is distinguished as a leader in this area. My colleagues in Seattle, San Francisco, Los Angeles, have not yet implemented this measure. So, I think you're on the leading edge. And having done this work for a long time, I'm very proud to be part of helping you achieve your goals.

Fish: Kurt, can I just get a clarification? I believe I read somewhere that the mayor of Los Angeles indicated his desire to do this. So, is it just a question that they haven't actually implemented it?

Creager: Neither have Seattle nor Los Angeles actually implemented it, yeah.

Fish: But the mayor of Los Angeles is at least on record saying that he wants to dedicate the revenue.

Creager: Indeed. And Mayor Murray in Seattle as received a recommendation from their Housing Affordability and Livability Agenda, which is a broad-based citizen effort -- they're strongly recommending a similar move in Seattle.

Fish: Thank you.

Fritz: How much additional ongoing funding did the Housing Bureau get in the current year's budget?

Creager: Well, we're working with about \$30 million of additional revenue. Some of it is one-time revenue. Some of it is ongoing. And I must say that as the Council has indicated their interest in helping to resolve the homeless problem, some of that money can be used for operating because it's general fund revenue. This Housing Investment Fund dollars can only be used for capital. This might be used in consolidation or unity with those funds.

Fritz: In the last budget, the 14-15 budget, how much additional ongoing money did the Council allocate to the Housing Bureau?

Creager: I think we got an additional increase of 30 in total. Our total budget is about \$100 million.

Fritz: And the ongoing amount we allocated last year -- does anybody remember --

Hales: Ongoing versus one time? Andrew is here, he might be able to --

Creager: Andrew is available.

Hales: I don't recall how that was divided.

Saltzman: He can dig it up while the panel are testifying.

Hales: OK, thank you very much.

Jes Larson: Good morning. My name is Jes Larson, I'm the Director of the Welcome Home Coalition, which represents about 115 organizations in the region dedicated to this very issue, the need for ongoing dedicated funding to build back our affordable housing infrastructure. Many of the comments I prepared for you today have already been said, so I'll try to be brief and just add some additional comments.

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We've studied at length what other cities across the United States are doing to address the need for local and dedicated revenue. There are hundreds of other housing investment funds -- or they call them housing trust funds, and they go by many different names -- with ongoing dedicated revenue sources from about a million dollars to tens of millions of dollars. So, there are cities who are using as this additional tool \$20 million from -- in the case of Seattle -- a property tax levy. In the case of Boston, developer impact fees. In the case of Austin, dedicated funds through general obligation bonds. In the case of Miami, a restaurant tax. So, there are many different kinds of tools that we can look to, but what all of these cities agree is that it's necessary in order to combat the housing crisis across the country with these local dedicated fund sources because we're here in this housing crisis due to 40 years of divestment in affordable housing infrastructure and we need to commit to building back this lost housing inventory.

And as many people say, we can't just build our way out of that. We know it's going to take a lot to -- and probably more than we have -- to build 24,000 homes, but by increasing the minimum wages, we can lift families out of poverty and the need for affordable housing. With inclusionary zoning, we can have our developer and community contribute to the solution. But bottom line for the families living with fixed incomes, for grandparents on social security, for veterans with disability pensions, there's no market housing available anymore, and the only way for us to ensure that these families have homes is with dedicated local funding.

So, thank you for your leadership in creating this first dedicated revenue tool to the Housing Investment Fund. By our estimations, we need \$50 million annually dedicated in this fund. So we hope, as you say, this is one of the future steps in this direction.

Israel Bayer: My name is Israel Bayer, I'm the Director of Street Roots. I live in North Portland. I'll be very brief. Street Roots has supported this idea from the get-go of short-term rentals coming on the market, and have been very vocal in that effort, so we very much thank you for your leadership to put this forward.

I just want to say -- I kind of want to go off script a little bit and say that I communicate with advocates all over the country on a fairly regular basis, and the work that's being done in Portland right now is something that other communities are looking to that's having a ripple effect in how people are shaping their decisions both locally and having an effect at a federal level. And so, as we look to the future and how we are going to move forward on these issues, I just want to say thank you to everyone, whether there's consensus today on this specific model. I know Amanda, I know Steve, you're both at heart advocates are the poor. You care about this issue very deeply. And I know that everybody on the Council cares for this issue very deeply.

So, we very much support this specific model. We very much support the work that you're doing moving forward. I think this is a historic moment, understanding that we're putting the first time and people have fought for 30 years to have a dedicated stream of revenue for affordable housing, and this is a historic moment even though it's not up to the scale that it needs to be, and I want to say thank you for everyone for taking the time to do the work and looking at this very complex issue.

Hales: Thank you.

John Miller: Hi, I'm John Miller, Executive Director of Oregon Opportunity Network. Like Jes, many of my comments were already said by Commissioners here. I actually sat on the committee that sort of devised some of the Airbnb and short-term rental rules a year ago. And also about a year and a half ago, I was here testifying that those funds should be dedicated to affordable housing. It's great to be back today and to see that we've come to that conclusion.

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There certainly is a nexus, and at least we presume there's a nexus. I would say -- this is related to some of the comments I said a year ago -- it's unfortunate that Airbnb and other short-term rental groups aren't necessarily cooperating to provide who has registered and who has not registered and so forth. It's a little bit frustrating to hear that Kurt Creager and his staff are having to do their own combing of the data. I'm asking Airbnb to provide that for us. One of the things we don't know what kind of impact does this activity actually have? I think this is a good thing looking forward that we ought to get a better handle on. But today, it's great we've got a \$1.2 million floor going forward annually into the Housing Investment Fund. That's huge.

My organization works around the state, and we know firsthand in working with Oregon housing and community services that a lot of the funds are not necessarily being targeted in the Portland area -- a lot of the state funds. And so, we really need to fill that gap, and this is an opportunity for us to help fill that gap. But it's a small piece. And we know the elephant in the room is the affordable housing crisis that we're all trying to solve. They always say, "how do you eat an elephant? One bite at a time." And this is one bite. And we need a lot more bites in order to overcome this problem.

I think that summarizes my points. I definitely applaud Commissioner Saltzman for bringing this forward. I'm glad -- you know, it's a year later, but it is great that it's here now. Thank you so much for your work on this.

Hales: Thank you all. Thank you.

Novick: I do have a question for all of you -- this might but Mr. Creager on the spot, so maybe it's for the other three. When we voted to allow short-term rentals last year -- whenever it was -- I said at the time that I was concerned about the potential impact on housing affordability, and if it turned out the evidence showed that it undermines housing affordability I would recommend we revisit the issue and outlaw short-term rentals again. My question for you is if you had to choose, what would you pick: having this additional money for the Housing Investment Fund, or outlawing short-term rentals?

Fish: There's a third option -- you can respectfully decline to answer the question.

[laughter]

Novick: [laughs] But I'd really appreciate an answer.

Bayer: Well, Street Roots can afford to lose the political capital. We would say outlaw short-term rentals. But given the circumstances, we feel this is the best measure forward.

Novick: Ms. Larson?

Larson: Well, I guess I will only add that we need that the data to understand what is the impact, and we need either the City to step up and find a way to gather that data or require Airbnb to provide it.

Miller: I guess I would add that -- sort of echoing Jes' comments -- we don't know exactly what the impact is. There would be different ways to mitigate it. Do we just outlaw short-term rentals, or do we ask the beneficiaries, the companies that run these to actually give much more significant money to fund additional affordable housing in Portland? That could be one way to do it. I don't know that every single short-term rental is taking a unit off the market. Some folks convert their basements and they wouldn't have done that had it not been for this program. So, it's not a one-to-one necessarily. I think we would need a lot more information before we could make a decision on that.

Novick: A related question when we authorized short-term rentals, I did not pay enough attention to the fact we were in part authorizing people to build ADUs that they would then solely use for short-term rental purposes. Do you think that it would be appropriate to restrict ADUs to uses that are more permanent to housing revenue for short-term rentals?

Miller: Well, I would just -- one comment to that is that right now the taxation system within the county is actually stopping the ADU production overall. So, that problem is solved. You

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know, that's a tough one because I think that some folks will build an ADU or convert a garage into an ADU to generate additional income so that they can actually remain in their home. And so to say ADUs can only be used for personal use or for grandmother flats or something like that, I don't think that'll get us to where we want to get to.

Creager: I'd like to add something to the good of the order. The sharing economy I think is a fact on the ground and it may be working against some fairly strong economic forces to deny it, I think it is important to note that just in the last week, an important study was published by Harvard Law School which documented racial discrimination within the sharing economy, and it specifically drilled down to the use of short-term rentals. It found that in markets -- I must underscore, outside of Portland, since Portland was not a test city -- that when names that were typically identified with a minority sub-group and typically identified with a majority group were shopped to hosts, about 16% of the people that would identify as minorities were actually excluded from the marketplace.

We are responsible for fair housing planning enforcement in the city of Portland and we take that very seriously. So if it does continue to exist -- and that's certainly within your purview -- they need to be held much more to account to the current civil rights statutes that you've put into place and the laws of the state of Oregon.

Fish: Director Creager, since you were canvassing those national studies, would you just remind us -- I seem to recall that San Francisco has done some good work -- at least the advocacy unit has -- about documenting the affordable units that have been taken off of the market and how that has impacted the overall housing affordability crisis. Do you have a comment on that?

Creager: Yes. We're actually doing a deep dive into the data. We're working with the Bureau of Technology Services because we need their authority to use some of these tools that are specialized so that we conform to City's data platform. But we will be doing our own fair housing investigation in 2016 to correlate racial discrimination as part of our analysis to impediments to fair housing because we think the short-term rental market itself and nature of the sharing economy may itself be an impediment to fair housing.

We'll also be mapping this more specifically on a neighborhood basis so that you have a much better idea. Of course, in the public domain, there are some generic maps available, but they are not at all precise. So, we want to do some testing to know exactly how much of these units are taken out of supply. One particular question I'm interested in is of course, many of these are managed by hosts, but we need to find the address of the taxpayer to determine whether or not these are investor owned by corporations and LLCs, or whether or not they are -- as Commissioner Novick mentioned -- perhaps individual units owned by a particular household. I think that would be valuable information for the Council to have.

Fish: I just want to comment that the concern that I had when we took this up in the context of multifamily housing was that first and foremost, in almost every context we were told by industry that this kind of arrangement -- that is, renting out your apartment with one of these internet sites -- would be a violation of the existing lease. So, we were in a sense giving a green light to something that was in the main illegal under the terms of existing leases. I was concerned about the impact of withdrawing otherwise affordable units from the market.

And there were also some safety issues. One of the things that does concern me generally is we have not gotten the kind of cooperation from industry in addressing the health and safety issues. And it concerns me. It's sort of like -- I mean, this is not a perfect analogy, but we do get revenues from lottery activities that go to good purposes. This is a revenue from an activity that is largely illegal, in fact, that goes to a good purpose. I do have an underlying qualm about the activity. And let's be clear, this Council in authorizing

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short-term rentals in a multifamily apartment building context do also establish rather modest health and safety standards. I mean, this is not the heavy hand of government, this is a smoke detector and making sure if there's a fire someone can get out of an apartment safely.

And it does appear, Mayor, up to over 90% of the hosts are still not in compliance with our law. And that means that companies that make the money by putting those units on their websites -- which is what in effect the short-term rental companies are, they're apps that advertise these units and are match-makers -- they are making a profit knowingly advertising units that we don't know are safe. So, that does give me a qualm.

As to Commissioner Novick's point, though, because Steve has been very consistent about this, and it's one of the things I have come to appreciate about the intellectual consistency in his concerns, he raised a concern, for example, around urban renewal. Would we be tempted to create an urban renewal district that otherwise might be questionable on the merits simply because it created a revenue stream for good purpose? And I will confess, Steve, that for me the Education URA was a close call when we adopted it, and I'm very pleased that this Council honored the commitment by shifting, by finding resources in North Macadam to compensate for the loss of that. I think Steve's point about not simply embracing something for the purpose of creating a revenue stream is important.

And it would certainly be my expectation if at some point this Council said we are not going to allow short-term rentals in multifamily, then that will affect the income stream. And we all understand that. We have to balance having the money for the HIF and the health and safety and well-being of our people. But I don't think that's what is before us today, and I sincerely believe that using these revenues is intellectually honest because there's a clear nexus between mitigating the effect of short-term rentals, and that's why I support it.

Bayer: I just want to add one thing going the other way. I think we can do also a better job collectively -- all of us -- at engaging the new economy and how it's engaging with the philanthropy community, whether you're talking the tech industry, short-term rentals, Uber, Lyft, whatever. There is an enormous amount of profits being made by those companies, and they are flying in the dark when it comes to really thinking about how to do investment from a philanthropy perspective. And you know, if we can't live in a world where we have everything we want in the context of the market, we can live in a world where we also are being partners with these companies to be able to invest their dollars wisely. We may be adding \$1.2 million today. It's possible that we could live in a world where Airbnb matched that money from philanthropy perspective towards housing. So, there's lots of ways to think about this and it's very complex.

Novick: Mr. Bayer, on another point -- another issue entirely -- I think that Jason Heyward's choice made absolutely no sense. That given the history of the organization, choosing the Cubs over the Cardinals, is simply a fool's errand.

Bayer: I agree on the record.

Hales: Alright, you two. Take it outside. [laughter] Thank you very much.

Saltzman: Thank you all.

Hales: OK, do you have any other invited testimony, Commissioner? Alright, then I'll see who else signed up to speak on this item, please.

Crystal Elinski: Thank you, Commissioners. My name is Crystal Elinski, I represent 10,000 and I'm very privileged to be here. This is an excellent discussion. I've always been fascinated following this topic. And I was planning on getting involved about this time last year. In January, I came to Commissioner Saltzman's office and that was shortly after I was evicted by Home Forward, the Section 8 housing authority. But I guess what I would

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like to contribute to this is probably the silver bullets, maybe. I do believe that there are other ways to consider it, and I was wondering if first if the calculations have been made on exactly how much we need to house 24,000 in affordable units and how much money we need to make sure that the short-term rentals are in compliance. How did you come to the number of -- this extra funding of \$1.2 million, and how much of that is it going to cover? And also, where would you be investing the revenue bonds? I mean, none of that would go into -- I would hope, for example, not fossil fuels. But how do you look in the future? I know we're under an emergency plan right now. But for the future to make sure that this doesn't happen again, how much are you planning to put into the housing revenue and when do you think we'll actually be able to -- because I do agree with the panel here that it would be very simple to collect the data on how many of these units we have. And the people I know who do Airbnb are people sort of I say in the same boat as I am -- that they need extra income to survive in this harsh reality that not a good economy. I disagree with the last topic discussion. So, I would just like to know how do you invest the revenue and how did you come to the number that this is actually going to house enough people? I would like to suggest a silver bullet -- and I believe Bob Seger would totally agree with me -- is rent control. Thank you.

Hales: Thank you. Good morning.

Lightning: Good morning. My name is Lightning, I represent Lightning Watchdog PDX. Absolutely agree with this resolution. Again, Commissioner Saltzman, I think you're making some real good moves here pertaining to the homeless, providing more affordable housing. And again, also to the Mayor on declaring a state of emergency on housing.

Now, again, I think Airbnb is absolutely an advantage to this city. We're forgetting to calculate that they also go out there and obtain more units that aren't currently on the market. They do that through aggressive marketing. And also what we're missing with Airbnb is that their system is bringing in tourists from around the world that spend a tremendous amount of money through this local economy that'll far weigh out any losses that you can calculate pertaining to affordable housing, and you must keep that in mind and also keep in mind the Federal Trade Commission. They'll win you in court every day.

Now, issue number two is that I want to make sure -- and the Director of the Portland Housing Bureau, which brings up some really excellent points -- is I want to use this as security on a bond. He threw out a number somewhere around 30 million. I've originally asked for 100 million. I say we go for 50 million to begin with and we go from there. I like that idea, and this is positioning that to make it a reality. And we also have to look at the window of opportunity on these bonds. If we wait another one to two years, I think we will miss that opportunity. I think now is the prime time to begin moving forward on that and putting that together.

Another issue is we were talking on the demolition tax and maybe converting some money towards your fund. I still think that's a possibility and could be a reality. I think we have to reduce that demolition tax and make it just a more reasonable number, and I think that developers are going to step up and if they understand and proceed just going to your fund, they're going to say fine, let's just do it. And that won't have the resistance that we're going to have at that higher number. I think we need to keep that in consideration.

Issue number three is that on the affordable housing issue, I agree with Mayor Hales' position on going for more shelters. I think it's a good move at this time until we can implement other things as bonds that we can get the more permanent housing. Again, looking at Salt Lake City -- we are doing just as good if not better than they are. And that is my opinion. And that's through the leadership here. A lot of their ideas are no different than what we're doing, we just are not coming up with the amount of resources to follow through. That's what we're talking about today is resources. That's the most important

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piece of that puzzle is how we continue to get more resources for the affordable housing, permanent housing, and making sure that we have enough shelter space -- which Mayor Hales is taking some risk there. He's using eco-transportation, shuttle buses, transportation to these shelters. I think it's very innovative and I think it's going to work.

Thank you.

Hales: Thank you both.

Elinski: Isn't it ironic, Commissioner Fish, that we would consider Airbnb more illegal than the lottery at one point? That we would get our source of funding from the lottery? That's the poor man's lottery. We always lose our money that way.

Hales: Thank you. OK, other questions for staff?

Fritz: Could I have the City Budget Office Director come up, please?

Hales: Come on up. Did you have a chance to find those figures?

Andrew Scott, Director, City Budget Office: Yes, with the caveat that they haven't been as thoroughly double-checked as I like. But yes, I believe we have found the figures.

Just in terms of housing -- and these are overall numbers going through a number of different programs within the Housing Bureau. In 15-16, in the current fiscal year, there was no additional ongoing funding but there was about \$6 million of one-time added. In the 2014-15 budget, there was \$1.24 million of ongoing and about \$1.4 million of one-time. And going back in 13-14, that's where a big ongoing amount was added, \$4.6 million ongoing into the budget.

In total looking back over five or six years, in fiscal year 2011-12, the general fund current appropriation level target for the Housing Bureau was \$1.6 million. Looking forward to 16-17, given Council's action in the fall BMP, it'll be \$23.6 million, about which \$5 million of that is one-time. \$18 million on going, \$5 million one-time.

Hales: That's helpful, thank you. Other questions for Andrew?

Fritz: Actually, you need to answer Commissioner Novick's question about what does this do to our plans for next year.

Scott: The forecast we just issued yesterday shows no additional ongoing, so essentially the amount of ongoing revenue coming into the City equals what we project to be the expenditures, and \$11.6 of one-time. This action would transfer \$1.2 million of short-term rental revenues to the Housing Investment Fund. It would create a target that would do that, so it would put us \$1.2 million into the negative.

Fritz: And did the previous forecast include the \$5 million that we allocated in the fall BMP and ongoing money?

Scott: It does, it includes the five million ongoing and give million one-time since Council already took that action.

Fritz: Thank you.

Hales: Thank you very much. Other questions?

Novick: In light of what Andrew just said, I would ask the sponsors, what general fund bureaus do you think we should cut in what way in order to make up the money?

Hales: We'll get to that question when we get to the budget. This is a judgment call about dedicating revenue to a specific purpose which always means there will be less general revenues for other things. And that's why in general, I don't like this practice, but in this case, because of the gravity of the situation in housing, I think it's worth doing.

We are also -- and the most recent forecast indicates this -- we are also being lifted by a better economy in the city, Crystal's point notwithstanding. It's not better for everybody, but better for us in that the general fund keeps growing thanks to the property tax revenues flowing in and the business income tax and room tax revenues that are flowing in. Andrew can't forecast a new forecast. They just did one. But we will get another forecast in the spring, and I would not be surprised if our situation didn't improve further.

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We can't count on that, so we have to always know that we have to make tradeoffs in the budget process. That's one of the reasons why I directed the bureaus to go ahead and produce budgets with a 5% cut.

Believe me, that's no more popular than the Police Bureau having gone to a couple of roll calls in the last 24 hours than it is in the other general fund bureaus, but it is nevertheless a good discipline for us to follow because if we are going to make choices about prioritizing the housing crisis, we will have to make choices about doing less in other areas, even in a better economy, even with a bigger general fund than we currently have forecast. So, there's no question. This isn't a free good. But if there was ever a time when this would be less painful, it's when our general fund is growing as it is right now. Other questions, concerns? Let's take a vote, please.

Item 1321 Roll.

Novick: I'm very concerned about the upcoming budget year. As the Mayor said, the bureaus have been asked to prepare a 5% cuts. BOEC can't take a 5% cut. We've already got too many people working forced overtime. Traditionally, of course, I've said that we could cut the Police Bureau by cutting the amount of patrol units and the drugs and vice unit. I've heard from enough people say they're concerned by increasing lawlessness in their neighborhood that actually -- although I'd still like to cut those parts of the Police Bureau -- I would like to reallocate some more officers to street patrols. We are going -- I hope -- to ask the voters for additional revenue for transportation. I've heard loud and clear from a lot of people that if we're going to do that, we need to continue to demonstrate that we're putting general fund money into transportation to show that it is a priority for the City as a whole. We have 13 firefighters who are funded with one-time money who should be made permanent. So, we do not have a good budget situation.

I think that it is reasonable given that there apparently is evidence that the short-term rentals are reducing the supply of overall affordable housing to dedicate some money from short-term rental revenues to housing. So, I am going to support this, but without making any commitment as to how I'll vote on any other budget issue. I mean, this is -- and I want people to understand that I do not assume that this means we're increasing the ongoing housing budget by this amount. We can set -- well, we can vote for this and still make changes in the housing budget in the normal budget process. I, of course, would not like to do that. I would like to spend lots more money on housing. But I cannot commit that I will support cutting other bureaus by \$1.2 million to reflect what we're doing today. And obviously, we're all very open to new revenue sources. If anybody suggests some, then we would be eager to take that up. So, again, I will vote yes but with grave concerns about the budget situation that we're in. Aye.

Fritz: So, this Council and the previous one that I had the honor of serving on has greatly increased the ongoing housing budget. Financial year 11-12, \$6.1 million. Coming up this coming budget, \$18.6 million, so, we have tripled the housing budget. So to suggest that this is the first dedicated funding source -- that is just not true. We have dedicated an additional \$12 million in ongoing general fund, which is good money.

We have a process for the budget. We just recently allocated \$5 million of ongoing money in the fall budget monitoring process. I was proud to support that. If you had asked for \$6.2 million, I probably would have supported that, too. That is the process that we have. If we had put on the agenda today, "we are giving away \$1.2 million of next year's budget early, come on down and advocate for whatever it is that you think is the most pressing need," we would have heard from the firefighters. The ongoing cost of those 13 positions is \$1.4 million. We would have heard from the police. Coincidentally, the cost of the background investigators that we approved one-time funding in the fall BMP is \$1.2 million. We would have heard from the youth students -- that's \$960,000, one-time funded

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and is not funded in next year's budget. We certainly would have heard from the Parks advocates and from the union advocates. We've already committed \$2 million to pay our workers fairly and give them union jobs and benefits. That's one-time money. There's no guarantee that those are going to be ongoing. And the Parks Bureau is looking at a \$3 million cut with the 5% budget cuts. We've heard from police they can't do 5%. We've heard from firefighters they can't do 5%. Those are more than half of the general fund budget.

I don't know where the Council thinks this money is going to come from. I'm really worried. We have \$11 million in one-time funds coming up. This Council wisely dedicated half of that to infrastructure maintenance to catch up on transportation, parks, and emergency management infrastructure. That leaves us \$5.5 million in one-time money. That means we're going -- I don't know how we're going to find the money to fund this. And I'm sad and resentful that I'm put in the position of the first time that I've been on this Council of voting against a funding mechanism for housing because it's a shell game.

We already allocated this money in this year's budget as one-time because we weren't sure how much tax we were going to get from Airbnb. We have already allocated \$5 million in ongoing funding. It's all money. This is a budget shell game, and it decreases our community's understanding of the budget. Yesterday, the Mercury had a story that said, "oh, everything is great, the budget is balanced and we have \$11 million to spend. This is going to be a great budget meeting." So that was the evening after the Office of Neighborhood Involvement first budget advisory committee, and yesterday evening, I was at the Parks meeting. We're talking about potentially closing community centers. We're talking about significant numbers of City workers losing their jobs -- their current jobs that pay a living wage and allow them to have decent housing.

This is irresponsible. And I'm very sorry that we're doing it in this manner where a lot of people don't realize that we're actually giving away -- we're starting the budget process early and that the cuts that have been requested are not an imaginary cuts. This vote means that some of those cuts will happen. And because of all of the other things that are one-time funded that are required by the Department of Justice and the arbitrators agreement, we're going to be required by law to put a lot more money into other things, and that's going to mean that a lot of City services that people care about and that people are employed in are going to be going away. No.

Fish: Well, let me begin by thanking you, Dan, for bringing this forward. I thought it was a good idea last year, I think it's a better idea today. And Mayor Hales, thank you for your support. And I appreciate the principled concerns that Commissioner Novick has raised in the questions that he asked.

We are legislators, which means we have to make choices. What one colleague might call a shell game another colleague might call making tough choices with limited resources. And that's our job. Last year, this Council said we were going to make a substantial commitment to transportation funding. I don't remember people raising all these concerns about doing so because as a Council, we agreed that there was a transportation funding crisis. This year, we have said there is a housing crisis and we're going to focus our attention on meeting the needs of people who are literally dying on our streets. So, we make choices. We are also guided by our values. Each of us, in good faith. We can disagree, but we can disagree honorably. Our values say that this is a pressing need.

The reason that I think this particular mechanism makes sense is that we are taking revenues from an activity which is making the current problem worse. In other words, we are mitigating the negative impacts of something this Council legalized. Now, if you want to go back in time and agree with my position that we should not have authorized short-term rentals, I'm fine with that. Steve, let's find a third vote. But as long as we authorize an

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activity -- which we all understood was going to make a bad situation worse -- I think that the decent thing to do is to take the revenue and address the mitigation. To me, this is no different than taking lottery money and using it to address problem gamblers. We are using a revenue source to mitigate the negative impact of an activity of which I remain very dubious.

Second, Commissioner Saltzman has laid out a vision for using a Housing Investment Fund as a flexible tool to address this housing crisis. My political mentor, Barney Frank, set up a federal housing trust fund. His greatest regret when he left Congress was he couldn't fund it. A Housing Investment Fund without funds is a rather empty exercise. And these funds are flexible. And that means unlike federal funds, which are heavily encumbered, unlike our urban renewal funds, which are heavily restricted, these funds can be used for all kinds of good purposes including gap financing and land banking and all kinds of things which are going to get us to where we want to go. And I will support every reasonable proposal Dan puts forward to build up that HIF.

And the fact, finally, that Director Creager, who has I have to just say in his six months on the job -- five months? Four. Felt like six. In his four months on the job has left quite a mark and an impression on our community and on this Council. For Director Creager to say that he can take this income stream and bolster it by bonding it so that we can actually address the needs of low-income families today and not tomorrow, I applaud that.

For me, this is a day to celebrate. I wish we had done this a year ago because technically had we done so it would have been reflected in our forecast. But I think it is principled, I think it is a sound policy, and I applaud you, Dan, for sticking to it. And today, we have the votes to pass it, and I proudly vote aye.

Novick: Commissioner, I have to say that none of us is actually making a tough choice today -- and I include myself in this, because I voted yes -- because none of us is saying what we would cut in the ongoing budget in order to fund this.

Saltzman: Well, I appreciate the discussion, and I know this is a vexing decision to make, but I think as I said in my opening remarks, when we consider that we have a deficit of 24,000 -- a lack of 24,000 households, we have 24,000 residents who lack access to affordable housing. And you add another 10,000 in our comp plan projections. You know, we've got to start somewhere with a steady stream of revenue that can be used for capital investment and affordable housing, and that's exactly what this is going for. And the tantalizing ability to use revenue bonds to turn this \$1.2 million into \$12 to \$30 million is just an opportunity that I think we can't pass up.

All of us have said we are in an affordable housing crisis, that's the number one issue. You hear from legislators, business leaders, from your persons on the street, certainly those who are finding themselves under very tenuous conditions in their rental housing, evictions, rent increases. We've got to increase the supply and we have to start somewhere, and this is a good start. And believe me, one of the first entities we will call when we have the revenue bonds is Airbnb. We hope they'll purchase some of those bonds. We think it's a good role model -- a good behavior for them to demonstrate. So, I'm very pleased. I appreciate the support of my colleagues and respect certainly the principled opposition of my other colleagues. Aye.

Hales: Although the next budget process will not be easy -- and I don't want anybody to get the impression that I think it is going to be a cakewalk -- we are not without resources. This is a city that's financially strong and the very prudent and conservative approach that our managers like Andrew Scott take are one of the many reasons why that's the case, a very important reason. I do believe that we have in this emergency more to draw on than we have done so far. We are, again, seeing great prosperity in at least parts of our local

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economy. The revenues will come from that and we will have options even if we dare to speak its name to increase public revenues by tax increases and new taxes. Those are not things that we do casually here, but in this economy and with this crisis, they're we're worth considering. And we should do that as a community.

So, I do not think that we're up against it here. We have tough choices to make. We will see where we stand when we do the budget in the spring. I think we will stand in at least this good of a place, and hopefully better. But extraordinary times require extraordinary measures, and this is an extraordinary situation with housing. I had the opportunity to meet with my colleagues last week who are mayors of other west coast cities, and had sort of a teasing conversation with Mayor Ed Lee from San Francisco that Portland is trying really hard not to be San Francisco. And actually, San Francisco wished it had had the chance to not be San Francisco either, because the housing crisis there is so much greater than our's.

We really need to act with every tool at our disposal, with some level of risk, and with the credible claim to the people that are up against it in housing that we are doing everything that we can with every tool that we have, and I think this is consistent with that. We will spend less on shelters someday if we spend more on housing now. We do need to spend more on shelters at the moment, and this's a cost of doing business in this housing crisis. But if we do this right and well, we will not be San Francisco. We'll still be Portland. And it will be because we have been so aggressive at just the right time on this critical issue. Thank you all. Aye.

Fish: Mayor, in light of the relationship you're trying to develop with west coast mayors, could we pick on an east coast city?

Hales: OK. Pick one. [laughs] New York.

Fish: We don't wanna be Boston.

Hales: Actually, everybody wants to be. Let's move on, please to 1322.

Item 1322.

Hales: Good morning, Ms. Moody.

Christine Moody, Chief Procurement Officer, Office of Management and Finance:

Good morning, Mayor and Commissioners. Christine Moody, procurement services. We have before you a procurement report recommending a contract award to Iron Horse Excavation.

The engineer's estimate on this project was \$731,000. On October 8th, 2015, four bids were received and Iron Horse Excavation is the low bidder at \$1,000,094. The Bureau of Environmental Services has reviewed the bid items and accepts the proposed pricing at 50% over the engineer's estimate.

In their bid analyses, BES identified cost inflation and improved market conditions as contributing factors for the price of the bid. The second and third low bidders were within five percent of Iron Horse's bid.

The City identified five divisions of work for potential minority, women, and emerging small business subcontracting communities. MWESB subcontracted participation on this project is at 27%, with overall MWESB at 72%, as Iron Horse Excavation is a certified women-owned business. I will turn this back over to Council if you have any questions regarding the bidding process and a representative from BES is here.

Hales: This may be a new high water mark in that we're actually 50% over the engineer's estimates. The times are showing up in our bids here.

Fish: It's a question I had for BES. In the prior presentation, we were told this was a fairly specialized piece of work that had some complications. What accounts for the 50% premium from what was originally a high confidence estimate?

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Dan Hebert, Bureau of Environmental Services: I'm Dan Hebert, I'm senior engineer with the BES and the overall project manager for the project. There are a number of complicating factors. One, it's a very small site and restricted by easements that we negotiated with the Sisters of Perpetual Sorrow and having to work around all of their holidays. We didn't really account for that very well in the engineer's estimate, and we unfortunately relied upon an estimate that was nearly a year old going to bid. Market conditions changed rapidly during that one year. So, other than that -- again, it was an outdated estimate. We didn't have the engineer of record revisit it immediately before the bid, and the fact that we're converting an old section lift station by rebuilding it as a submersible pump station complicated our efforts on this site.

Fish: Is there anything that you have learned, sir, in terms of the bidding -- our estimating process that we might do differently next time?

Hebert: Yes, we're going to pay much closer attention to all of our projects now, revisiting estimates at the 100% level and immediately before we submit projects to procurement services to bid.

Fish: Mayor and colleagues, I got briefed this morning from Mike Jordan. We set a record this year on Halloween in terms of flow because of the volume of rain. That record was recently broken, Commissioner Novick, last Monday. And we saw a six-fold increase in volume.

Our system is built to a certain capacity. Big Pipe was designed to cover 94% of expected needs. The pump stations play a very vital role. But we had a six to seven time flow increase. And so, in one year, we set a record and exceeded that record. And the reason I mention this is that while BES maintains the system, PBOT does most of the visible hard work in the community. Steve, I want to congratulate your PBOT team for the way they managed the storm last week.

Novick: Thank you, Commissioner. Very proud of the work all the bureaus did together. One thing I heard consistently was that the bureaus coordinated wonderfully in really trying times.

Fish: By the way, Mayor, some people have asked, well, if we knew a six to seven fold volume increase might strain capacity, why didn't we build a big pipe to a different specification? It turns out that if we had gone from a 94% rate of success to 100% anticipating every contingency, we might have tripled the cost. And that's going to become a relevant consideration when we talk about Superfund. What's the marginal utility of that extra 100 million or 200 million? And since that's money that's diverted from other good causes, it's something that we need to grapple with.

Hales: Let's hope that if the climate change means more boisterous storms, we can figure out solutions other than building a second Big Pipe. Thank you. Other questions for the team? Thank you very much. Anybody else want to speak? Motion to adopt the report.

Fish: Second.

Hales: Further discussion? Roll call.

Item 1322 Roll.

Novick: Thank you very much. Aye.

Fritz: Great minority and women participation, thank you. Aye.

Fish: Aye. **Saltzman:** Aye. **Hales:** Aye.

Hales: Thank you both. Thank you.

Item 1323.

Hales: Do you want to introduce this or do you just want to take it straight to the City Attorney?

Novick: Let's go straight to the City Attorney.

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Rob Yamachika, City Attorney's Office: Good morning, Mr. Mayor and Commissioners. My name is Rob Yamachika, deputy City Attorney.

The ordinance before you is to authorize the settlement of the Krivolenkov and Estate of Aleksandrova lawsuit. The lawsuit stems from an automobile accident at SE 108th and Washington that took place November 20th, 2012, where a driver, Ms. Dennis, ended up hitting an elderly couple. Mr. Krivolenkov was 78 at the time of the accident and his wife was 71. Unfortunately, Ms. Aleksandrova passed away five hours after the accident. The medical damages in the case for Mr. Krivolenkov were \$129,000, and for Ms. Aleksandrova, \$117,000.

The intersection is controlled by a -- well, there's four pedestrian crossing signs, a ladder crosswalk, cross stop, two crossbars, and a sign that says stop here for pedestrians. In the middle of two of the signs, there's a supplemental warning beacon which is activated by a motion sensor. Officers investigating the incident after the accident determined that that one motion sensor on the south side of the street -- it didn't pick up motion quite as easily as it should have, which would have triggered this warning light. There is going to be testimony that the warning light was not active.

The driver admitted liability and was negligent for failing to keep a proper lookout, of failing to observe the signs and heed those signs, and failing to yield to the pedestrians. But based on the medical damages in the case, the sympathetic plaintiffs, and the fact that the motion sensor wasn't working quite properly, it's my professional opinion after consulting with Risk Management and the Director of PBOT that a \$325,000 settlement was an appropriate for this case. I'm happy to answer any questions that you may have.

Hales: Questions?

Novick: I should add that I did have questions about the potential precedential impact of this settlement and am convinced that these are really unusual circumstances.

Hales: That's helpful. Thank you very much. Other questions. Thank you. Anyone want to speak on the item? It's an emergency ordinance. We'll take a roll call vote.

Fish: Is the gentleman joining us -- the survivor?

Yamachika: No, this is John Buehler from Risk Management, and my colleague David Landrum. I should mention that the intersection has been since been upgraded -- there's now a pedestrian hybrid beacon -- after an analysis after the accident. It only warranted a rectangular rapid flashing beacon. But because there's an overhead mask there, we were able to put in a more protective device, so this intersection is safer than it was before.

Hales: Thank you. Appreciate that, too. Roll call, please.

Item 1323 Roll.

Novick: Thank you very much. Aye.

Fritz: I'm very sad for the family's loss and I appreciate the work on it. Aye.

Fish: Yes, I join with Commissioner Fritz. Our hearts go out to the family. Aye.

Saltzman: Aye.

Hales: Aye.

Item 1324.

Hales: Before we get started on this, just one-time management point. I'm planning to take the pulled items at 2:00, not during what remains of the morning session unless there's anybody who wants to talk about the pulled items.

Fritz: If we are going to get to the Parks item, I would like to have the pulled Parks item at the same time as the other Parks items.

Hales: Alright, we can certainly do that. Good afternoon.

Andrew Aebi, Portland Bureau of Transportation: Good afternoon, Mayor Hales. Karla, if we could switch the presentation. I'm Andrew Aebi, local improvement district administrator. It is my pleasure to be joined today by Travis Ruybal from Portland Parks

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and Recreation. I know it is the afternoon, so we will be respectful of Council's time. Just wanted to share a little bit of what I thought Council would find to be good news this early afternoon.

Just to go over this, we did not receive any remonstrances against final assessment -- or excuse me, objections against final assessment of the LID. We just kind of wanted to show you a couple of slides here. Thank you very much, Karla.

So, this is a map of where the project area is. It's in the Cully neighborhood, which until recently has been significantly underserved by Parks and unfortunately today continues to be significantly underserved by transportation infrastructure. This is the second LID that we've completed in Cully in the last two years.

The genesis for this project is -- I had worked with Parks on a new street project in the Powellhurst-Gilbert neighborhood where the park had been built several years in advance of the street improvements and we had a pretty chaotic situation due to the lack of proper infrastructure. So, when that LID got completed, we had spent over \$100,000 tearing out recently-completed park improvements. So, Parks and PBOT put their heads together and we thought there was a more efficient way to do that. And so, at the outset of this project, Parks and PBOT collaborated extensively on it.

As we kicked off the design, our traffic engineers advised us to widen the pavement on Alberta for traffic safety reasons. So, even though we increased the reconstructed pavement area by 9%, we still came in 10% below budget. And I think that's largely because we already had a contractor mobilized and there were a lot of efficiencies in doing that. Most importantly, we avoided tearing out the newly-constructed infrastructure by Parks and we now have safer pedestrian access to the park and near the elementary school.

I also wanted to tip my hat to the Bureau of Environmental Services. BES was very helpful in working with PBOT to be proactive and plan. If you look at Alberta Street, the north side of the right-of-way is about two feet lower than the south side of the right-of-way. And what BES did is worked with PBOT to plan the stormwater system to allow future street improvements on the north side of the street to improve those property owners' drainage should they choose to do so in the future. What we built an oversize system that has the capability of allowing the property owners to construct the street on the north side and tap in to that system without tearing up the entire street. And that is the extent of my presentation. I will turn it over to my better half, Travis Ruybal.

Travis Ruybal, Portland Parks and Recreation: Mayor Hales, Commissioners, thank you for having us here today. My name is Travis Ruybal, I'm a capital project manager and landscape architect for the Parks Bureau. I'm happy to be here to talk about the wonderful work completed on this project as I believe it exemplifies strong communication and coordination between Parks, PBOT, and BES.

The formation of this LID was directly in line with the desires from the community to build more sidewalks within the Cully neighborhood. These frontage improvements provide better pedestrian access to Rigler elementary, to the south, and to the park. They also provide for increased pedestrian safety for unloading vehicles and park users.

By working with our colleagues at PBOT, we were able to efficiently coordinate the design of the park with the design of the right-of-way improvements to create a seamless transition and overall development, as met with the praise within the Cully community. This project should serve as a model for future development of this type, as it capitalizes on the eternal expertise that each bureau brings to the table, while allowing at the same time the adjacent community to optionally participate in right-of-way improvements that the LID affords.

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Parks, PBOT, and BES should be proud of the coordination had on this project while at the same time achieving each bureau's goals. We have delivered an award-winning project that serves over 1300 residents previously not having park facility services. Indeed, we are raising the bar for future park development work. We at Parks are happy to report this development not only came in on schedule and under budget, but we put forth a quality project for all to enjoy. As a result of the success of this project, we will continue to look for other opportunities to participate with our colleagues at PBOT and BES in the future, which we hope you will continue to support.

Finally, I would like to thank Andrew Aebi for his diligent work in making this overall process so successful. Thank you for the opportunity to speak about this important work being completed for our community.

Hales: Thank you both. Questions for Andrew or Travis? Thank you both. Anyone else want to speak on this item? Cully residents here. Mr. Gunderson, come on up. Good afternoon.

Richard Gunderson: Good afternoon. My name is Richard Gunderson, I live in the Cully neighborhood. I've been on the board, and parks has been my passion for 51 years. This is one of my greatest delights in seeing this park finished, not only to me but to the whole community. If you go by there, it is packed. Every day. You can't find a parking spot around the park. It's unbelievable. And it's one of the best-designed small parks that I've seen in my professional career. So, I want to thank the Parks Bureau for doing a fantastic job and for City Council for making it possible. Thank you.

Hales: Thank you. Good afternoon. Welcome.

Laura Young: Good afternoon. My name is Laura Young, and I'm the transportation chair for the Cully Association Neighborhood. Rich and I work in tandem on a lot of projects. He's been -- did you say the parks chair for 10 years? I think it's been roughly, and I have been the transportation chair for six years for Cully.

I just wanted to add a couple of comments about the LIDs that we have had in the Cully neighborhood. Specifically, I would like to express appreciation for the ongoing efforts of PBOT's LID office to partner with Parks and BES and other bureaus and agencies to find creative ways to fund and critically needed transportation and infrastructure projects in Cully, and also acknowledge there's potential for similar successes in other underserved areas in east and west Portland. Cully shares a common history of annexation and similar community needs.

These projects provided desperately-needed infrastructure improvements without creating financial burdens that could negatively impact low-income home owners in our neighborhood and others. I believe this is the spirit of cooperation between the bureaus, community leaders, and advocates like ourselves demonstrate that the LID system can work and can benefit low income communities when applied with creative utilization of resources and community involvement.

Hales: Thank you very much. Questions? Thank you both. Thank you very much. So, this item is not an emergency ordinance. It'll pass to second reading. Thanks, everyone, for a great project and a great partnership. Thank you.

Item 1325.

Hales: Commissioner Novick.

Novick: Mr. Jacobs.

Michael Jacobs, Portland Bureau of Transportation: Good morning, Mayor and Commissioners. My name is Michael Jacobs, I'm the Smart Park manager for the Bureau of Transportation. The ordinance before you is to authorize a competitive solicitation for the purchase of security services for Smart Park garages and the Portland streetcar facility

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at an estimated amount of about \$4 million for a total of five years to be paid for through garage and streetcar receipts.

Security is critically important, as the safety of shoppers, visitors, and business customers is important in carrying out the Smart Park mission. As in other cities around the nation, downtown parking garages are heavily used by legitimate customers but also can occasionally attract those that conduct themselves unlawfully or misuse the garages, which can discourage parking in garages and can also have a negative impact on economic growth. With that, I respectfully request Council's authorization for procurement services to issue a competitive solicitation for security services at the Smart Park garages and streetcar facility. I'm happy to answer any questions.

Fish: What's the current system that's established for dealing with any complaints that we receive about the conduct of any of these security personnel?

Jacobs: About the security personnel?

Fish: Right.

Jacobs: They will be reported to the security company and they have their own internal procedures.

Fish: How do we -- so, do we monitor complaints, if any?

Jacobs: I don't monitor the complaints that come in against security guards, but I can tell you that I haven't received any complaints that I can think of in the last three or four years.

Hales: So if a citizen felt like they were poorly treated, you would have heard about it.

Jacobs: Typically, I would hear about it and the security company would let me know if they got a complaint.

Fish: I bring a certain experience working in a commission style form of government where communication is not our strong suit. So unless you have a formal mechanism for receiving complaints, it may or may not come to your attention. And you don't know what you don't know. So, what is the formal mechanism for advising the City of complaints regarding the security services?

Jacobs: They are required to give us monthly activity reports, and we meet with them twice a month in management meetings. And in those meetings, they would bring up any of those concerns.

Novick: We meet with the companies, right?

Jacobs: Yes.

Novick: Commissioner Fish is basically asking if there is a way for a citizen to figure out who within the City to complain --

Jacobs: I'm sorry -- it is posted on our website and we can look at improving ways where the public can know who to contact if they have concerns.

Fish: And I'm not suggesting there is some wholesale problem, this is something that Commissioner Novick and I have been talking about in a different context. I'm just interested in making sure that particularly where we contract out services that we have -- the fact that we contract out services is of no concern to the average person in the public. They're going to come to one of these lots, they will get good or bad service, and if they get bad service, they will want to know who they complain to, and they're going to want to know if it's taken seriously. I'm asking innocently, what is that mechanism? And because we're talking about security services, people are operating in an area that sometimes results in interactions with the public which could become charged, and we're hoping that people show good judgment. I just want to make sure that we have a system whereby we're getting good real-time information and able to monitor the performance under this contract.

Hales: You raise an interesting question not just in this form of government, but certainly in this one, that if people can't figure out who to complain to, they often complain to the

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Mayor's office about TriMet or the schools or anything else. I'm being a little flippant, but I don't recall us getting any complaints about security at the parking garages, either. So, if they were unable to find the right place in our structure, they would end up in my office, and I don't remember hearing anything lately. But it's a good one to watch.

Novick: Actually, Commissioner, I think that's a reasonable point and I'd like to explore the possibility of using signage at the garages or something so that people are aware that there is a City office they can call.

Hales: OK. Other questions or concerns?

Fritz: Just to reconfirm -- the contract requires the employees to be at least \$15 an hour.

Jacobs: That's correct.

Fritz: Thank you.

Hales: Thank you. Anyone else want to speak on this item? If not, it passes to second reading.

Saltzman: Point of order. I know we have staff waiting for an agenda. Are we going to break at 12:30?

Hales: It was my hope that we could get the Parks items done and break at 12:30. Any reason to do otherwise?

Fish: Well, Mayor, since it's a second reading on 1330 and I have the director here, can I do that as well?

Hales: We'll get to the Parks item, deal with the second reading, and save the rest. How does that sound? We have three second reading items that we ought to be able to dispose of those quickly. OK. Alright. Another parking item, please.

Item 1326.

Hales: Commissioner Novick.

Novick: Mr. Jacobs.

Michael Jacobs, Portland Bureau of Transportation: Thank you. Good morning again, Mayor and Commissioners. Again, my name is Michael Jacobs and I'm the Smart Park manager for the Bureau of Transportation.

The Smart Park program consists of six parking facilities with almost 3800 parking spaces. The Smart Park mission is to support the economic viability of the central city providing an affordable system of parking garages primarily designed to meet the short-term needs of shoppers, visitors, and business clients and by investing in other central city transportation improvements. Specifically, central parking provides services, including garage operations, janitorial services, equipment maintenance services, they operate the merchant validation program, and have recently taken on the PCI compliance responsibilities.

The contract is funded by receipts from the garages. It is a separate fund, it is not part of the general fund. For the current fiscal year, the net operation revenues were budgeted at \$2.1 million. The operational expenses were budgeted at \$2.66 million. The contract provided for a current monthly management fee of approximately \$810 per garage per month, along with an incentive fee which was anticipated to be approximately \$65,000 for the current fiscal year for all of the garages.

I am happy to say that our current revenues are about 10% higher than they were when the contract started. And from a recent survey conducted, we have found a 97% satisfaction rate for customer service in the garages and a 92% satisfaction rate with the automated payment system. In addition, we have found an 89% overall satisfaction rate with the Smart Park validation program, which was from a survey conducted with the downtown merchants.

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With that, I respectfully request a one-year extension for this contract with the director's administrative option for one additional year. I would be happy to answer any questions.

Hales: Questions?

Saltzman: Is the operator still required to provide somebody on site at each garage?

Jacobs: Yes, when we --

Saltzman: A real person, live person?

Jacobs: Yes.

Saltzman: That's still a requirement.

Jacobs: Yes.

Saltzman: OK.

Novick: Commissioner, I have had to take advantage of that a couple of times.

Saltzman: So have I. That's why I was asking.

Jacobs: Other questions? Thank you very much. Anyone else to speak on this item? Then it passes to second reading.

Hales: Second reading, please, on item 1327.

Item 1327.

Hales: Roll call, please.

Item 1327 Roll.

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

Hales: And let's take 1328 and 1329 together.

Item 1328.

Item 1329.

Hales: Commissioner Fritz.

Fritz: Thank you, Mayor. These are both projects possible because of the generosity of Portland voters in passing the 2014 parks replacement bond, and they fulfill the promise to voters to prioritize access to natural areas and also continued accessibility. With that, I will turn it over to Mary Anne Cassin, the bond projects manager.

Mary Anne Cassin, Portland Parks and Recreation: Good afternoon, Mayor Hales and members of the Council. My name again is Mary Anne Cassin, I'm the replacement bond manager. Once again, I'm here with some fabulous bond projects. Apologies, you've seen the first two slides. I promise I will change them up for the next time.

We've created this amazing system of parks over the last several hundred years, and we've done it through a series of bonds and levies. In 2014, just over a year ago, we got a resounding yes vote to spend \$68 million for urgent repair and replacement projects. If you remember, there are seven focus areas within the bond program. I'm here to talk about two different projects.

The first one is in the trails and bridges theme area, and this one talks about preserving access to natural areas and open spaces by repairing bridges and trails. The first project to do three different projects within Forest Park. They're in two different locations. They're small bridges, but they're complex projects because of the places that they're located. They're difficult to get to. They have significant permit restrictions -- as they should, they're in very sensitive environments with salmon-bearing streams. So, though they're small projects, the substantial completion won't be until November 2017. Often what you see on these projects is the ugly stuff is underneath. And what you're trying to avoid is the photo on the left there.

The first two locations are within Macleay Park really closely located to the main park entrances. This is a very, very popular trail. And though there are dozens more projects that we could attack, we've done an analysis and determined that these make the most sense to hit right off of the bat. They're on such a main trail.

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The second one is to replace a bridge that's missing for several years actually. It's deep within Forest Park on one of the most popular trails called the Maple Trail. We have had to close this section of trail since 2012. There just wasn't the resources to accomplish it. And again, this is a difficult to get to location but very worth doing. We had a competitive project to select our consultants here.

The second theme area is accessibility in our approach, and this is two-fold. The main way we're doing it is on every project, we're looking at accessibility and doing what we can within the project. But we decided in addition to that, we would add one signature ADA project that was selected exclusively because it was an ADA project. And the one we chose was the Washington Park rose garden.

The public was involved in choosing that one particular project. The idea there is to address the main esplanade, the parking, and the significant ramp that gets down to the main esplanade. At the moment, it is a 13% ramp. Doing this project, we will need to be sensitive to the exquisite detailing you have within the park, including all the stone work, etc., and we are working closely with stakeholders to make sure we're aware of and to the degree possible can get it either completed or at least phased in by the time of their centennial in 2017.

Our MWESB utilization is good on these projects. We did extensive outreach efforts to get the numbers up as best we could. And once again, I will warn you that you're going to see a lot of me in the next few months and these are the things coming in at least the next couple of months. I can answer any questions that you might have at this time.

Hales: Thank you Mary Anne. Questions?

Novick: Ms. Cassin, you realize that every other City employee is jealous of you because you're able to bring good sunny news at all times.

Cassin: I know that. I'm a very lucky person.

Hales: That's why we were able to recruit you back!

Cassin: That's right.

Hales: Thank you very much. Anyone else to speak on either of these items? They're both emergency ordinances. Let's take a vote, please.

Item 1328 Roll.

Novick: Aye.

Fritz: Thanks to the voters and to Mary Anne. Aye.

Fish: Aye. **Saltzman:** Aye. **Hales:** Aye.

Item 1329 Roll.

Novick: Aye.

Fritz: Thanks to our whole Parks team. Aye.

Fish: Aye. **Saltzman:** Aye. **Hales:** Aye.

Hales: OK, let's take -- you had one more item --

Fritz: That's right, it's 1312.

Hales: Want to deal with that? OK.

Item 1312.

Hales: Commissioner Fritz, did you pull this?

Fritz: I pulled it. We need to amend it. There are some code citations that are incorrect and this amendment fixes that error. We did send it out on the Tuesday memo. So, I move the substitute.

Novick: Second.

Hales: Further discussion? Roll call on adoption of the substitute.

Roll call.

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

Hales: Anyone to speak on this item? Roll call vote amended emergency ordinance.

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Item 1312 Roll as Amended.

Novick: Aye.

Fritz: Thanks very much Kia Selley, who's here, and to the Council for your indulgence. Aye.

Fish: Aye. **Saltzman:** Aye. **Hales:** Aye.

Hales: OK, we have a couple more second readings. Let's get those done. 1317, please. Wrong number, sorry.

Moore-Love: 1306 and 1307 were pulled.

Hales: Right. I'm just talking about the emergency items on the regular calendar. We'll take those others in the afternoon.

Fish: We were going to do 1330, Mayor.

Hales: 1330, 31, 32, and 33 are all second readings.

Item 1330.

Hales: Roll call, please.

Item 1330 Roll.

Novick: Aye.

Fritz: Aye.

Fish: Mayor, given the time, I will not give a 30 minute speech in support of this --

Hales: Good.

Fish: And by the way, we seem to have a video -- do we have a video issue? Anyway, I want to acknowledge, Mayor and colleagues, that -- as you know, we have new leadership at the Water Bureau, a new Director, Mike Stuhr; and a new senior engineer, Teresa Elliott, and they have been extremely busy this year addressing the broader issue of resilience, which in plain English means how do we protect our system in the event of an earthquake or what some people call "the big one"? Nothing is more important than ensuring that we can continue to provide a basic service during a crisis. And I want to commend Mike Stuhr and Teresa Elliott and Dave Peters and Tim Collins and all of the folks working in the front lines for the work they've done this year. In particular, bringing to a peaceful resolution a set of very controversial issues involving reservoirs both at Washington Park and at Mt. Tabor. And Commissioner Fritz, special thank you to you for your invaluable partnership in bringing Mt. Tabor to a soft landing. I think once upon a time, people doubted we could get to this point. But in working with the community, we've arrived I think at the right place regardless of how one feels about the underlying federal mandate.

The net effect of that is our water system will be safer as a result of the investments in Mt. Tabor and Washington Park, and now today we're taking up the question of a secure conduit underneath the Willamette River. And that is hugely important because we have hospitals and businesses in the downtown corridor. We have residential customers and business customers throughout southwest and northwest, and then we have valued wholesale customers that together get us to, system-wide, about a million people that we serve. Again, I don't think anything is more important than making the system safe and secure and resilient and I'm very proud of this step forward on Willamette River crossing.

One other observation. This project is already in our five-year CIP, which means it had been previously budgeted. So in and of itself, it will not have a new and significant rate impact. And recently, I directed my colleagues that this year, as with prior years, the Council expects them if they are to propose a rate increase that it come in below 5% consistent with the commitment Mayor Hales that you and I have made to stabilizing rates and creating some predictability.

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Again, thank you, Mike Stuhr, Teresa Elliot, Dave Peters, Tim Collins and all of the people who are working so hard on making our system more resilient, and thank you to my colleagues for the support they've given this new leadership team. Aye.

Moore-Love: I believe that vote, Commissioner, was for 1332 and 3. We're doing 1330.

Saltzman: Aye.

Hales: Aye. Yeah, I didn't realize until you started we were off on the calendar. We'll put that in the record. So, we still need to vote on 1331, 32, and 33. Let's take those roll call votes, please.

Item 1331.

Hales: Roll call.

Item 1331 Roll.

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

Item 1332.

Hales: Roll call, please.

Item 1332.

Novick: Aye.

Fritz: Aye.

Fish: I love watching the English question time on TV when the prime minister says, "I refer my colleagues to my earlier comments." And on this, I would refer my colleagues to my earlier comments. Aye.

Saltzman: Aye.

Hales: A rare day when both Karla and Commissioner Fish makes a mistake. Aye.

Item 1333.

Hales: Roll call.

Item 1333 Roll.

Novick: Again, this is one of my favorite projects. Aye.

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

Hales: I hear Seattle still has a used tunnel machine for sale. Aye. [laughter]

Fish: Please don't say that, Mayor.

Hales: I'm teasing. Dan, are you still content to save 1334 until the afternoon or would you rather do it now?

Saltzman: I can do it in one minute.

Hales: OK. Let's do it now, please.

Item 1334.

Saltzman: I love that I think we've all have experienced this where we give a talk or go to a meeting and somebody raises an issue and, by golly, you're actually able to do something about it! This was an issue that was raised. Although this isn't the specific property, it has to deal with people who are owning homes under our Home Ownership Limited Tax Exemption program. If a bank forecloses on that home, previously, before we made this rule change, they had to vacate the house even if the bank were to sell the property within 180 days. So, we are making a rule change. This allows one homeowner to stay in her home pending this foreclosure proceeding and to maintain her Home Ownership Limited Tax Exemption. And we have a couple of others coming our way as a result of somebody flagging this issue to us.

Hales: That's great. Thank you. I don't believe there is anyone here to testify. Let's take a vote on the resolution, please.

Item 1334 Roll.

Novick: Aye.

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Fritz: That's really terrific, Commissioner Saltzman. Thank you for telling us the back story to that. It is great when somebody brings something to our attention and, yeah, we can do that. Aye.

Fish: I'd like to see more of that can-do spirit in my meetings with my colleagues. Aye.

Saltzman: Thanks to Dory Van Bockel for taking care of this issue. Aye.

Hales: Aye. OK, now we will recess until 2:00 p.m. and take up the items from this morning and our afternoon calendar.

At 12:33 p.m., Council recessed.

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Closed Caption File of Portland City Council Meeting

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

Key: ***** means unidentified speaker.

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2:00 PM

Hales: Good afternoon, everyone, and welcome to the December 16th meeting of the Portland City Council. Would you please call the roll?

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

Hales: Bear with us, folks, for a couple of minutes because we have a couple of items left over from this morning's calendar that we need to address. It won't take us long, and then we'll get to the resolution. So, we have items 1306, 1307 remaining, right? Let's take those, please.

Item 1306.

Hales: Thank you. I just wanted to make sure people understood -- I don't think we have a presentation on this -- but these are surplus weapons that we'll be donated to the training center in an inoperable condition for purposes of training at the academy. So, there will not be operable firearms that are moving from us to the state academy. Any questions about this item? Anyone want to speak on this item? If not, we'll take a roll call vote.

Moore-Love: Mr. Lightning is here.

Hales: Someone did sign up on this? Come on up, Lightning. Good afternoon.

Lightning: My name is Lightning, I represent Lightning Watchdog PDX. One of the reasons why I pulled this ordinance -- first of all, from my position, I'd like to have the 75 surplus firearms destroyed. I do not want them transferred to anybody else outside the City of Portland. I do not want a trail of liability also tied back to the City of Portland if anything happens with these weapons accidental or otherwise. I do not want to have in this agreement where it states that upon the transfer of ownership of firearms, that the Commissioner-in-Charge of the Portland Police Bureau will have the ability to make the transfer to any person, government, agency, business entity, or third party. Again, that is with your written permission. I don't want that in this agreement. Again, I want to have any and all of these weapons destroyed, and I don't want them to be transferred to anyone else outside the City of Portland. Thank you.

Hales: Thank you. Again, to explain, this is transferring these firearms to the state academy. They will be rendered permanently inoperable, so they are for teaching purposes only. Any further discussion?

Fritz: And they'll be destroyed if they're ever not used by the academy.

Hales: That's right. And actually, we're going to look at other options for how to deal with weapons that we are confiscating. They destroy them now, but we might be able to do better than that in terms of the reuse of the material. OK, roll call vote on this ordinance.

Item 1306 Roll.

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

Item 1307.

Hales: This was just pulled to the regular calendar because it was over the threshold of dollar amounts where we don't do things on consent. So, if there's no questions and no one wants to speak on this item, then a motion to adopt the report.

Fish: So moved.

Fritz: Second.

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Hales: Further discussion? Roll call, please.

Item 1307 Roll.

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

Hales: Very nice to see more sidewalks getting built in East Portland. Thank you, Commissioner Novick. Aye. OK, now we're getting toward moving to our afternoon agenda. We have a resolution that's a four-fifths item.

Item 1334-1.

Hales: Thank you. Well, because this is a special order of business and therefore wasn't in the fully-printed calendar, I think in this case it would be good to read the resolution and get it into the record. It says, declare support for the city's Muslim community and reaffirm the welcoming nature for all immigrants and refugees.

Whereas, Portlanders pride themselves on their warm and welcoming nature; and whereas, our city has greatly benefited from the addition of many immigrants and refugees from all religious background who moved here in the past decades and have become valued and contributing citizens, significantly benefiting our community; and whereas, the Muslim population in the Portland metropolitan area is estimated to be around 20,000; and whereas, our Muslim community is an important part of Portland's diversity and our growing multicultural identity; and whereas, the city of Portland continues to work toward a more inclusive society and welcomes cultural, ethnic, and religious diversity; and whereas, there has been an increase in anti-Muslim and anti-immigration rhetoric in the national media with the intended outcome of increasing of patriotism and loyalty through inciting fear and hatred; and whereas, this country was founded on principles of freedom of religion and freedom from religious persecution; and whereas, recent demands seeking a ban on Muslims entering this country are unconscionable and if carried forward would or could constitute violations of the First and Fourteenth Amendment to the United States Constitution as well as violating article one, sections two and three of the Oregon constitution and is tragically reminiscent of prior historic profiling of race and religion; and whereas, the City of Portland's values of nondiscrimination as evidenced by the City's Title 23 call for this City Council to take a public stand; and whereas, as a community, Portland is a city that does not tolerate hate speech; now, therefore, be it resolved, Portland and its City Council members stand in support of our Muslim community and call for an end to the continued use of anti-Muslims and anti-immigration hate speech; and be it further resolved, Portland will continue to be a welcoming city to immigrants and refugees from all parts of world, including many Muslims fleeing from violent and unstable countries.

So, that's the text of the resolution. I appreciate my Council colleagues all joining together to put this before us today. This is a time where there is poisonous speech in national politics -- Mr. Trump in particular -- and where we need to stand on behalf of the values that this city loves, and the people of this city who expect our country and our city to be welcoming and expect us to hold to those constitutional principles that we all learn in school and recite as we take our oaths of citizenship. They should matter, and that's why we're here. I appreciate my colleagues joining together. Some may have some comments here at the outset, and we have some invited testimony.

Fish: Mayor, I have a friendly amendment. You and I discussed that in the eighth whereas, second sentence, change "would" to "could."

Hales: Yeah, I think that's correct.

Fish: And the point we want to make and that you and I have discussed is twofold. One is there are circumstances where it could violate constitutional protections. We don't want to just say would and assume that it would. And second, the spirit of this gathering is to counter speech we disagree with with speech that reflects our best values. I think we've learned in our history that our finest tradition is to counter speech is by speaking out and

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condemning it, while protecting people's right to say dumb things. Presidential candidates have the right to say dumb things, and we have the right to censure them for it. It just makes that clear.

Hales: Good point, thank you very much. I'll consider that a friendly amendment. Unless there are any other comments at the outset --

Fritz: I just have a comment. This is the very first item that's been on the Council's agenda with a four-fifths vote if we're supposed to get the items in by the Monday of the previous week. And since we started the pilot project, everybody has been able to do that. And it's very appropriate that this is the first one because we wanted to get it done before the end of the year and we all wanted to sign on to it.

I also want to be clear that we are not singling out any particular candidate for office in this resolution. We're not allowed to by state elections law. We're not allowed to use public resources to campaign for or against any particular candidate. So, although it was inspired by a particular candidate and we were initially thinking that we might particularly call him out, we are against all hate-speech and we are very pro-immigrant and refugees and very pro our Muslim community. Mayor Hales and Commissioner Fish and I had the opportunity to spend three hours with our Muslim brothers and sisters on Saturday at the opening of the Muslim Educational Trust community center in Tigard. It was a wonderful gathering of people from every section of our community, and anybody who doubts that we are a community should have been there that day. It was wonderful. Thank you all for gathering here again today.

Fish: Commissioner Fritz, can I correct you on one point?

Fritz: Why not. [laughter]

Fish: There were so many speakers and so many people of good will at the gathering that it actually lasted four and a half hours. [laughter]

Hales: And that's a good thing. For those who wonder about the legalisms here, we can't as a city -- we cannot engage in politics as city government. The five of us are free to exercise the right to speak politically any time we please, and we will always do so. With that, let me call on some folks for invited testimony, and I know there are several others here who'd like to speak as well. First, I want to call Imam Abdullah Polovina, Wajdi Said, Kayse Jama, and Matt Hennessee, please, to come forward. Good afternoon and welcome.

Abdullah Polovina: In the name of god, the beneficent, the most merciful, my name is Abdullah Polovina, I'm an Imam. Dear honorable Mayor Hales, members of Portland City Council, dear friends, brothers and sisters, I would like to greet you with a greeting of salaam. It is a greeting of peace. Peace be upon all of you, and I wish you good afternoon.

This is a great day for us Muslims here and Americans. My understanding of today is that we came here and god is here to proclaim that our strength is truth, that our destiny is justice, that love is our hope, that peace is our lesson. We came here to find the means and methods and to exercise them to move forward in building a better society in which we will love each other, respect one another, and accept our diversity as a bucket of different flowers with good aroma.

As our honorable President Barack Obama has addressed our nation on Sunday, December 6th reassuring all Americans -- including all Muslims, all Muslim Americans -- that we are all equal before the eyes of law and that we must all unit together in our resilience against old threats. It is very important to note that this kind of attitude is exactly what we were taught from our Islamic teachings. Second, I would like to share a few thoughts.

First of all, I would like to say we Muslims strongly condemn all acts of violence, extremism, and terrorism of any sort. In Islam, manifestations of extremism -- especially

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violence, particularly against innocent people -- are abhorred. Any individual, Muslim or non-Muslim, choosing to engage in violence against innocent people is a criminal. We call upon all Muslims to promote essential values of Islam and to reject any type of arrogance, exclusiveness, and false interpretations of Islam.

Next, bigotry of any kind by or against Muslims or non-Muslims is unacceptable. It is a clear contradiction of the Koran and the prophetic tradition. Islam calls for equality, social justice, and respect for all human life. Islamophobia and extremism are two ugly faces of the same coin. One begets another and creates a vicious cycle which can only be broken by engaging the Muslim community. Vilifying an entire group of people breeds extremism.

I would like to finish. Our honorable civil rights activist Martin Luther King, Jr. once said, "In the end, we will remember not the words of our enemies, but the silence of our friends." Dear and honorable Mayor Hales and members of this City of Portland Council, today we Muslims are not alone in this. You and all our other American friends are not silent. The words of support, love, peace, and mutual understanding today are not silent. Because of that, I feel honored. I feel proud not only as a Muslim but as an American. Today, I see America in all its beauty. Today, I see the true America. I see the land of the brave, the land of the free.

So, dear Mayor and members of the Council, I thank you. May god bless your hearts and souls, and may god bless your work for this beautiful city and all its citizens irrespective of color, creed, religion. In that manner, I will finish with one prayer. Oh god, please grant guidance, success, and happiness to all of us here, our leaders in this beautiful city, state, and country. Without your help and guidance, none will be able to do anything good. You are the source of peace, let there be peace in all of us. Amen. Thank you.

Hales: Thank you. Thank you very much. Who would like to be next?

Wajdi Said: My name is Wajdi Said. Respected Mayor Hales and respected Commissioners, Portland business and all communities must turn with American Muslim communities and Americans against bigotry and hate as well as against the so-called Islamic State of Iraq and Syria and not against Muslims because of ISIS. Respected Mayor Hales and respected Commissioners, terrorism has no religion, and no community should be singled out as being its source.

History tends to repeat itself on so many occasions but with different targets. Different groups face the same phobia from the public in the past. The ethnic cleansing of the Native Americans, the African slavery, the Spanish inquisition and Jews and Muslims, the Holocaust, the Japanese American imprisonment, and the anti-Mexican sentiments in the public square. We have to confront racism within ourselves as individuals and as communities to become better human beings. The phony so-called Republican presidential candidates, the dirty dozen, the 12 of Americans leading Islamophobes that the fairness and accuracy of reporting has stated. Leaders of ISIS know they cannot defeat us here in Portland or over the nation. These dirty-minded group's only hope is to divide us as Americans of different ethnicities and different religions along religious and ethnic lines.

The Portland, Oregon and national American Muslims and Arab Americans -- and I say Arab Americans because there are a lot of Arabs that are Christians, and some of them are present today -- communities have been unanimous in their condemnation of all kind of forms of violence and religious extremism, and violence of any sort. Despite our condemnation, respected Mayor and Commissioners, of extremism and violence, hate-filled rhetoric and anti-Muslim attacks and anti-Arab attacks and anti-Semitism are putting the lives of American Muslims and so many individuals and minorities and their families in real danger.

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Respected Mayor Hales and respected Commissioners, at times like this when many people are sowing seeds of division, hate, and fear, it is heartwarming to know that there are good individuals like you making a public statement. When we write the history of Arab Americans and the American Muslim community in Portland, definitely all of you will be remembered. You will be remembered as shining stars, will be remembered as ethical and moral individuals. In spite of all our politics and our affiliations and our division, here we are, successful partners in getting the resolution that history will be remembered.

The fight against Islamophobia, anti-African, anti-Semitism, anti-woman, anti-immigrants is necessary to defend our democracy. Our democracy and values that our founding fathers and founding mothers -- and I say founding mothers because we have created a society that separates church and state not because of fear of Muslims or Jews, it was a fear that Catholics and Protestants would be dominating each other in the public square. A great historian and a great professor, Azizah al-Hibri, a professor of law at the University of Richmond in Virginia, a Lebanese Muslim scholar -- she said when the first Muslim was elected into Congress in 2006, he wanted to swear by the Thomas Jefferson Koran. Again, Thomas Jefferson, a shining founding father.

She said the founding fathers has been exposed to what's called the Medina society. When Mohammed -- peace be upon him -- he gathered the Jews of Medina, the Arab Jews, the Arab Christians, the agnostic, and the multi-ethnic and multi-tribals together in what's called the Medina document, together they created a great civilization for 900 years that extended from west China all the way to North Africa and south Europe. Muslims were contributing to the society. Jews and Muslims and Christians lived and coexisted together in what's called Andalusia, or south Spain civilization. Muslims and Jews and Christians built a great civilization. Yes, Muslims were predominant, but Muslims never condone violence. This is why where I came from, there are Jewish flourishing societies, Christian societies. Yes, we had sometimes tensions, but most of the time it was harmonious and it was a great civilization that has been contributed.

My dear respected Mayor Hales and respected Commissioners, my dear teachers have told us that success comes from partnership rather than division and competition and conflict through competition. Respected Mayor Hales and respected Commissioners, the Portland City Council resolution rejecting Islamophobia is an opportunity to clearly demonstrate the path toward local and national unity and not national division. Thank you very much, and thanks for your leadership, and thanks for your public testimony.

Hales: Thank you. Who would like to be next?

Kayse Jama: Good afternoon, Mayor Hales and Commissioners. Thank you for giving us an opportunity to talk. I think for me what I would add in the conversation is I think all of us recognize that there's such a great difficult time that our country is going through, but also globally. I would encourage all of us to think about unity and solidarity at this time.

At our meeting last night to discuss this issue, one of the Muslim sisters said, at this time I'm very vulnerable, I'm being harassed as I go and do my shopping. She said the best thing you can do is to be in solidarity with me. So I think as a Muslim, as Portlander, I'm very, very proud to call home Portland today. This is a spirit of Christmas and holidays. I think we are all come together today to show that we are one community.

As my five-year-old kids say -- my twins -- and I can say because I'm not elected -- they're anti-Trump. They say we should stop him. That's their conversation that we have at home. But I think for me, it's to move forward. This is a great historic moment. I won't add anything that's already been said.

I would invite my brothers and sisters from the Muslim community that are here today -- this is your city, this is your elected officials. Please come back. Testify. This is our home, our town. Run for an office. We can be elected to this city as we contribute. As I

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said this morning at the press conference, Muslims are not outsiders. We are doctors, we are nurses, we are business owners, we are soldiers, we are police officers. We contribute. We are part of this society. What this resolution affirms is that we are one together as part of this community. Your leadership I appreciate, and I thank you very much for your support. I will continue to be working with you on this issue. Thank you.

Hales: Thank you. Good afternoon.

J.W. Matt Hennessee: Thank you so much, Mr. Mayor, and to all of you and City Council. For the record, my name is J.W. Matt Hennessee. Hennessee is spelled not like the cognac, but like the state of Tennessee. Without the y. I represent today Vancouver Avenue First Baptist Church where I serve as the senior servant, but more importantly, the Ecumenical Ministries of Oregon. Our interim executive director could not be here for this session. She was a part of the press conference earlier today.

Many of you may know that I share -- I come not just as a 27-year member of the Portland community and as a pastor for the last 11 years, as the godson of the late Coretta Scott King, and also certainly as a father and a grandfather. I'm proud of my city once again today and I'm proud of you as our Mayor and City Commissioners. I'm grateful that today, we in the Christian community can work together with the Muslim brothers and sisters who mean a great deal to us, and that anything that affects them affects all of us. And I'm reminded of the great words of Dr. King, who I will paraphrase for the 21st century when he said that no person is free until all people are free. My paraphrase is no person is fully respected until all people are fully respected.

It is my hope and my prayer that not only are we meeting here in the public square but that we are doing everything that we can in our individual lives and our organizations that we represent and in our neighborhoods to make certain that there won't need to be another resolution passed, that we know and learn exactly what we must do.

Let me read this for the Ecumenical Ministries of Oregon, which represents a statewide organization of Christian denomination, congregations, ecumenical organizations, interfaith partners -- all of us working together to improve the lives of Oregonians through community ministry programs, ecumenical and inter-religious dialogue, environmental ministry and public policy advocacy. Our board strongly condemns the anti-Muslim rhetoric coming from public figures and other individuals. These statements from our perspective are xenophobic, racially prejudiced, and clearly contrary to our values as people of faith and as Americans. This language serve to divide, to denigrate, and to incite violence against or brothers and sisters of various races, religions, and ethnicities. Our country must learn continually from the mistakes that we've made in the past and uphold or constitutional commitments to defend the freedoms of conscience and religion for all individuals.

Ecumenical Ministries of Oregon stands together with all people of faith and good will for religious tolerance and racial tolerance, and we're committed to working towards just and compassionate communities and value the human dignity of all. We are believers that free speech is one thing, hate speech is another. We want you to know, finally, that in our resolve, we are not afraid to stand with our brothers and sisters in the Muslim community to let them know they are not standing alone. We stand with them, and not just today, but always. Thank you.

Hales: Thank you, thank you all very much. I know we have some other folks here to speak, as well. Let's move to the sign-up sheet, please, and call on them.

Moore-Love: We have a total of 15 people signed up. The first three, please come on up.

Hales: Welcome.

Tam An Tran: Good afternoon, Mayor Hales and Commissioners. I want to extend a special greeting to Amanda Fritz and Dan Saltzman because they know me. I know

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Amanda recognizes me. I'm Tam An Tran, by the way. This is the second time I've actually given testimony before City Council. I am very proud to be a Portlander, and especially from what you, Mr. Mayor, and the Commissioners have been doing recently. And I speak of the action, the resolutions you have made regarding Native American citizens. And I am very proud to be here to testify on behalf of my Muslim brothers and sisters.

I am not Muslim, I am not Christian. I am a Buddhist, a practicing Tibetan Buddhist. And I'm very proud of that, too. In Buddhism, violence is out of the question. Even the Dalai Lama has said that violence is wrong. And I really -- Portland has been through a lot. We have had federal FBI people here in terms of police activities in relation to what has happened with people with mental health differences, and I think we deserve more than that. This is a great city. And I think, too -- perhaps I'm asking to you go a step further. [beeping] -- oh -- and speak out against people who will come here and speak language of hatred. Thank you.

Hales: Thank you, thank you very much. Good afternoon, welcome. You can slide that whole box a little bit to one side if you need to.

Peter Miller: Thank you. My name's Peter Miller, I'm with Americans United for Palestinian Human Rights. And as the honorable Wajdi Said mentioned, history repeats itself and it repeats itself in big cycles and in little cycles. In Portland, we've seen anti-Muslim propaganda come to the city of Portland in the past he and the City has in the past responded.

In 2008, an organization called the Clarion Fund purchased rights from The Oregonian to distribute an anti-Islam DVD called Obsession that went to people all over the city of Portland in the Sunday Oregonian. Back then, Mayor Tom Potter opposed that. It said the Mayor reviewed the video and personally asked the Oregonian publisher not to distribute it in next Sunday's issue. The Mayor felt the tenor of the video contributes toward a climate of distrust towards Muslims that holds the entire Muslim community accountable for the actions of a few. Distributing it with the Oregonian lends the video an impression of objectivity and legitimacy that it does not deserve. Simultaneously, members of the community came out to oppose this DVD including Sho Dozono, the past president of the Japanese American Citizens League; David Leslie of the Ecumenical Ministries; Jan Abu-Shakrah of the Institute for Christian/Muslim Understanding.

And the Clarion spent about \$20 million on this video that went out all around the country. It's just let us know this is an ongoing process by certain groups to demonize Muslims, and using quite a bit of funding and money and resources to make this happen. So, today's statements from you are very welcome. The statements by these certain candidate are just the tip really of the iceberg of what's been happening these many years. Thank you.

Hales: Welcome.

Ned Rosch: Good afternoon, my name is Ned Rosch. I speak on behalf of Jewish Voice for Peace and Occupation-Free Portland. The N in my name comes from my great uncle Noah, who as a teenager came here a century ago. Because he walked with a limp, he was turned back to Europe from Ellis Island. My family that was here corresponded with him for years and years, and then in the early 1940s as the Nazis were raging their death camps, they never heard from him again. So, my uncle, who was turned back from this country because of a deformity and had his life snuffed out because of his religion, teaches me and so many others that the lesson from the Holocaust is never again for anyone. We are so much stronger as a community when we all stand together with our Muslim sisters and brothers and everyone else in this community. We are so much weaker when we allow people to be targeted, maligned, degraded. I congratulate the City Council. I admire your

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leadership on this resolution. I know that my uncle would have been very proud. Thank you.

Hales: Thank you, thank you all. Good afternoon, welcome.

Curtis Bell: My name is Curtis Bell, I'm a member of the First Unitarian Church here in Portland and also on the board of a national organization called Unitarian Universalists for Justice in the Middle East. I begin by saying that the Unitarian Universalist faith itself is a multi-faith group. We have Jewish, Christian, atheists, Buddhists within the Unitarian faith, and we support very strongly the rights of all to express their faith and to act in accord with it. I want to also add my great thanks to all of you for bringing this resolution forward to defend our city as place where all people of all faiths and ethnicities and races are welcome. Thank you very much.

I might just like to make two small points we think were very important. I applaud the statements that have been made with regard to the moral and legal aspects of this hate-speech against Muslims. But I would like to add a strategic point that is kind of insanity to alienate 1.5 billion people in the world, about a quarter of the world's population. This is a major strategic craziness.

I would also like to applaud this resolution and ask all of us to remember this moment of solidarity with all of our people of all kinds, because I think we are in for a period of continued struggle on this issue, to continued threats to that opposition of acceptance of all of us. And I hope that we remember this moment as we go forward and face perhaps even greater stress on the strong belief we now express. Thank you very much.

Linda McKim-Bell: I'd like to thank you for this strong resolution, and I'd like to speak to the issue of welcoming Syrian refugees here in Portland. My name is Linda McKim-Bell, and I live on NW Aspen Avenue here in Portland, Oregon. Thank you, Mr. Mayor.

I would like to speak to the issue of our making a welcoming climate to Syrian refugees, and to share with you that in 2000, my husband and I went to the Middle East to see where he was born and grew up and where he went to high school. We visited Syria as well. It was a beautiful country and very multicultural. We were welcomed wherever we went. People put their hands on their hearts and said, "you are welcome." We visited lovely little family businesses. We visited mosques, museums, and churches. I will never forget the Christmas Eve we spent at the Maronite Church in Aleppo for a Christmas Eve service in Arabic. It was one of the most beautiful experiences of my life. Today, that church has no roof. And those families that I met and that welcomed me and invited me to have tea with them with their hands on their hearts -- they need a new place to live. And I'm so glad that Portland is welcoming them.

Hales: Thank you, welcome.

Maxine Fookson: Thank you very much. My name is Maxine Fookson and I am also speaking for Jewish Voice for Peace, our Portland chapter. We are deeply committed to working against Islamophobia. I'm also speaking today as a Jew. That's important because we, the Jewish people, know the horror of being profiled and attacked and decimated. We also know that when Jews tried to leave the anti-Semitism and hatred of Europe, they often found foreign doors closed to them. So we say, never again for anyone.

Jewish Voice for Peace wholeheartedly applauds the stand you're taking today that there is no place for Islamophobia in our community and that we welcome and give shelter to refugees. We see that some are using the recent horrific acts such as in San Bernardino, Paris, and Beirut as a justification to scapegoat and target entire communities. We will not allow that kind of hate and entrenchment of racism and Islamophobia to sink roots. Each of us can make a challenge the racist, anti-Semitic or Islamophobic comments heard every day in our life at work and school, and even from our family and friends. And

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we ask that our community leaders commit to never engaging in racist surveillance or profiling of Arab, Muslim, or any communities of color, and that we work to dismantle the foundations of institutionalized racism. We Jews and all people of conscience vow to be in solidarity with our Muslim sisters and brothers to all communities to end Islamophobia and racism. Thank you today for this very important statement.

Hales: Thank you, thank you all. Good afternoon.

Ali Houdrose: Good afternoon, Mayor, good afternoon, Commissioners. My name is Ali Houdrose. I am a Muslim, an American citizen, and I'm a retired electrical engineer. I spent 31 and a half years with the U.S. Army Corps of Engineers. I worked years 15 years on all the dams, our office designed the powerhouses, I worked on the Bonneville second powerhouse. In the last 15 years of my career, I worked in information management in which the goal was at the beginning of establishing a network for the Corps of Engineers, and I was one of the people who contributed. In 1998, I became the team leader of the network operations center here in Portland and we used to troubleshoot network things for 34,000 [indistinguishable]. I came here not really to have a speech or anything, I just came here to thank you on behalf of our community. I am one of the founders of the Islamic Center of Portland. Actually, we're located in Beaverton, and we'd like to thank you for this resolution. I hope it passes. And it's really a good sign for us really to feel at peace here in Portland. Thank you very much.

Hales: Thank you. Good afternoon.

Lavaun Heaster: Good afternoon. My name is Lavaun Heaster and I'm the chair of the Portland Commission on Disability. I bring you greetings from our commission. We wanted to say thank you. Thank you so much for this. We feel it's very important that Portland continues to be an inclusive community.

In places of war, conflict, and violence, oftentimes people are highly impacted physically and emotionally. They need a safe place. They need a place of safe harbor to come to. And anything that can be done in the city of Portland to further that cause of creating a home for people who need it -- and especially people who have been impacted and have experienced some type of disabling condition because of where they've been, what they've experienced -- it's important that we provide that here.

We also know that there are members of the Muslim community, the immigrant and refugee community -- like every other community in our city -- that have disabilities and live with disabilities. And I have been at Muslim Educational Trust dinners and talked to folks, people with disabilities, people who work with people with disabilities, and I feel that bringing that diversity into the larger community is so important. What I've learned from hanging out with people in the refugee and immigrant community is that these are people who have the strongest work ethic I have ever seen and they're very creative about how they deal with getting people into being able to work. And that's something that's really needed in the disability community. So, I'm really happy that you're taking action to make sure that people are welcomed and that it only will enrich our community further.

Hales: Thank you. Welcome.

Ali Al-Abbas: Good afternoon. My name is Ali Al-Abbas. I'm a businessman, I'm proud to be from Portland. I came to the United States in 1994 from Iraq after the first Gulf War.

To give you some success for refugees here, I'm a businessman. Today, I'm running a million-dollar business. I'm very proud to be an American Muslim. Today, I'm very proud of your leadership, what you guys have done today because it makes me and my family and my kids proud when we have great leadership. I want to thank you very, very much for the hard work you guys do.

Hales: Thank you, thank you very much.

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Kevin Martonick: My name is Kevin Martonick, and I wanted to thank you all for passing this resolution and opening up a welcoming committee into the Muslim community. I think it's -- I just hope it carries out to all corners of our community and also that other cities will take note of this resolution that's been passed and follow suit. Thank you.

Hales: Thank you. Thank you.

Gulzav Ahmed: Honorable Mayor, honorable Commissioners, thank you from the bottom of my heart for this resolution against hate and Islamophobia. I came to Portland in 1973. Long time ago. I've been a Portlander, I live in Tualatin, and I've seen the Muslim community grow from very small amount to what it is today. I've raised my children over here who are very successful businesspeople working for the government, working for the industry. I'm so thankful for what America has given me. It's a beautiful country, and what you're doing today is a testimony to that. I thank you very much for your kindness and for this resolution. God bless you and god bless America.

Hales: Thank you.

Fritz: Could you just put your name in the record, please?

Ahmed: My name is Gulzar Ahmed.

Hales: Thank you very much, Gulzar. Welcome.

Baher Butti: Thank you, Mr. Mayor and Commissioners. My name is Baher Butti. I left Iraq in 2006, I came to America in 2007, founded the Iraqi Society of Oregon in 2008. Me personally and on behalf of the Iraqi community, I would like to show gratitude and thankfulness for your statement and the resolution today. I would like to give you a simple example of our people.

I'm a Christian, Orthodox from Iraq. The Iraqi state was established 1921. The first minister of media and publicity was my grandfather. Christians in Iraq are a minority, yet the first minister of media and publicity was a Christian person. That's the way we lived in Iraq with accepting and tolerance. Unfortunately, fundamentalism, extremism, and terrorism grow in the last 20 years. It's alien to our people. We are the victims, and you're all hearing the news of what's happening there -- thousands of our people are being killed - - Iraq, Syria, Lebanon, Paris, California. And now, this resolution is showing our people the meaning of the acceptance and tolerance that we have and showing the other cities all over the place we can live all together as civil people of this world. Thank you again.

Hales: Thank you, thank you very much. Welcome.

Lynn Fuchigami Longfellow: Hello. My name is Lynn Fuchigami Longfellow. I am here representing the Portland JCL, which is the local chapter of the oldest and largest Asian American civil rights organization in the United States, as well as the Oregon Nikkei Endowment, a nonprofit here in Portland whose mission is to preserve and honor the history of Japanese Americans in the Pacific Northwest. We educate the public about their experience during World War II, and more important, advocate for the protection of all of our civil rights and civil liberties.

After 9/11, the Japanese American community was one of the first to speak up and show support for the Muslim community, and we are here again today to stand up and speak out against the hateful Islamophobic comments being generated now. Our community sadly knows only too well what can happen with hateful rhetoric generated from fear and ignorance overtakes rational thinking. Dangerous rhetoric that creates fear and hysteria in the name of the national security is exactly what led to the forced removal and unjust incarceration of 120,000 people of Japanese ancestry, the majority of whom were American citizens.

One would hope that the lessons learn from the mistakes of the past would not be repeated, but to once again hear the same type of hateful comments and to hear a presidential candidate propose the banning entry of Muslims into the United States is

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disheartening and alarming. It jeopardizes the very ideals and principles of our country and should be a wake-up call to all people who value their civil rights and civil liberties.

In 1988, President Reagan and Congress formally apologized for the Japanese American incarceration, recognizing that it was caused by racial prejudice, war hysteria, and a failure of political leadership. So we are here today to commend and thank this gathering of leadership today and the Portland City Council for this resolution in speaking out against bigotry, to show that racism and prejudice have no place in our city, our state, and our country. Thank you.

Hales: Thank you. Welcome.

Charles Johnson: Good afternoon, City councilors. It's a special honor and a little bit of a sadness to speak after this representative from the Japanese community who among all the speakers who has most clearly reminded us that we live in a land of internment camps and racial segregation. We hope that we've moved on from that time 70 to 80 years ago when our neighbors were rounded up and put behind fences. But we know that right now today, there is a northwest detention center and that Latinos suffer persecution. And we're glad to have the Muslim community stand in solidarity with them and vice versa.

We're very pleased to have this resolution as a first step to make sure that we as American people and city of Portland residents embody the best possible efforts -- not just nice words, not just avoiding offensive speech, but pushing for concrete actions to fight, stop, minimize all forms of racism and xenophobia, including Islamophobia, which one particular presidential candidate seems to have as his hat trick to get attention.

I want to encourage you to remember that often violence and hate speech rhetoric comes from injustice. So as we pass this resolution, we need to look at also moving our country towards justice expenditures, closing the Guantanamo prison, reducing incarceration of any illegal immigrants, whether they are Latino or anyone else, and justly expending our foreign aid so that develops countries like Israel do not get equal amounts of impoverished countries like Egypt and perpetuating a situation of chaos there in the Middle East. Thank you.

Hales: Thank you both. Thank you all very much. Unless there's further Council discussion, we should take a vote on this resolution.

Item 1334-1 Roll.

Novick: Edmund Burke, the Irish political philosopher and statesman, said the only thing necessary for the triumph of evil is for good men to do nothing. On this issue, the triumph of evil is not a distant possibility.

Donald Trump is not a fringe figure, he's a leading candidate for the Republican nomination. According to Real Clear Politics, the average of polls over the last month shows Donald Trump only five points behind Hillary Clinton. The reason Hitler was able to exterminate six million Jews was that not enough Germans stood up for their Jewish brothers and sisters. The reason the United States government was able to incarcerate over 100,000 Japanese Americans was that not enough Americans stood up for their Japanese American brothers and sisters. I do not want it to be said 50 years from now that the reason the United States adopted a policy of mass discrimination against Muslims is that not enough Americans stood up for their Muslims brothers and sisters, so I vote aye.

Fritz: Thank you all for being here. I see many current and former members of the Human Rights Commission here and others who are here in support but didn't take the time at the microphone, and I appreciate your being here without saying anything -- sometimes just showing up makes the difference and I really appreciate that.

I am an immigrant. I was welcomed to this country 36 years ago. I still get emails from hateful people who tell me to go back home. When you love people in more than one place, you're never really home. I'm home here, I'm home back there, or else I can be not

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at home in either place, depending upon whether people are welcoming or not. So, I very much appreciate the Mayor and the support of the Council -- the Mayor putting it forward and all of the Council supporting it. It's important for us to stand up for each other.

I am blessed by living in the neighborhood with two of the main mosques in Portland. 14% of the people in my neighborhood were born outside of this country. I love our local elementary school. When my daughter was in second grade, there were children born in 13 different countries in her class -- and that was before the class sizes got to be outrageous. That's a wonderful experience, and all of us being here makes it better.

We are a nation of immigrants. And the Native Americans, the indigenous peoples who we honored in our previous resolution have been welcoming to us and have helped all of us who came afterwards. Thank you for all of you doing the good work that you do in our community. Thank you for showing up today. Thank you for the Council. Aye.

Fish: Mayor and colleagues, I'm proud of this Council for taking this action today. Over the weekend, I had the honor of attending the opening of the Muslim Educational Trust community center and school. Mayor Hales spoke first and he declared Islamic heritage day or week -- hopefully week, but maybe day -- and he was cheered by a very large and diverse audience. Commissioner Fritz spoke next and she talked about the experience of being an immigrant and a woman on this Council. And she spoke deeply and movingly and she was cheered. When my time came, I began my comments by introducing a young woman who works for me named Asena Lawrence, a first-generation Muslim American who has been pained by the events of the last few months and has experienced firsthand what it is to be targeted and to feel less safe and to have your religion slandered and disrespected. Ironically, Asena's dream in life is to be engaged in global conflict resolution, which is the academic inquiry that she is pursuing at Portland State University.

It was a deeply moving experience spending the afternoon with our Arab and Muslim brothers and sisters. And in fact, the whole faith community and the broader community -- elected and faith and community members -- speaking as one in solidarity where our friends.

We are so much better than this. And what we can do on an occasion like this is together raise up and say no. I am as close to a First Amendment absolutist as probably is in this room and so I believe firmly that people have the right to say dumb things. But when people say dumb things, I think we have an obligation to counter and to condemn that speech. And that's what we're doing today. There are people running for high office in this land saying awfully dumb things and we here today are taking the opportunity to express our disapproval and to loudly and firmly say that does not reflect Oregon or Portland values.

Thank you, Mayor, for taking the lead on this. Thank you to my colleagues. Today, I'm proud to stand today with our Muslim and Arab American brothers and sisters in firmly condemning the hateful and bigoted speech that we have been witness to for too long.

Saltzman: Thank you, Mayor, for bringing this resolution forward. It's very important at any time -- there have been many times in our history where it hasn't been a proud history for this country, and I think we are at the point here on pushing back on potentially one of those moments here. It's understandable -- people are afraid. People were afraid during World War II after Pearl Harbor. But we can't let fear rule the day. It's important for all of us to recognize and respect one another and the differences that we all bring together and we weave into a tapestry of strength. That's what makes this country strong is our diversity, our welcoming of immigrants and migrants, and continuing to do so and our standing up in the face of terrible statements that people are saying about Muslims. We have to understand that some of it comes out of fear, some of it comes out of political opportunism,

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and we have to stand up to it. I think that's exactly what this City Council is doing today. Thank you, Mayor, for your leadership and bringing this forward. Aye.

Hales: Thank you, colleagues, and thank you all for being here this afternoon. I'd like to close our discussion by talking briefly about three words: principle, safety, and community.

When I was an undergraduate student, I went to the University of Virginia which was founded by Thomas Jefferson. And I think people see him as maybe a stone statue and a towering presence, but actually he was a very humble man. He was so shy that he had Merriweather Lewis read his State of the Union Speech to the Congress.

Before he passed away, he asked there would be three things put on his tombstone: that he was the author of the Declaration of the Independence; founder of the University of Virginia, which all of us UV graduates were happy about; and the author of the Virginia declaration of religious freedom. Notice he left something out that by today's metric we would perhaps regard as more important. But he believed that the principles he had lived in his life were more important than the offices he had held. That's a lesson that others should relearn today.

Safety. In addition to being a member of this Council and this community, I am the Police Commissioner. Every day and every night, I and members of the Portland Police Bureau have to think about how to keep this community safe. And the way to safety is not exclusion and prejudice. That is not the way to safety. The way to safety is to come together around principles and around respect. And we have heard today from our Muslim leaders a condemnation of violence carried out in the name of religion. That is the way to safety for all of us to reassert that principle that god is not on the side of those who hate and those who kill. And I so appreciate that statement, and I so appreciate that feeling that runs so strongly in our community where we do have this tendency -- as we see this afternoon -- to come together rather than to wall ourselves off in some illusion of safety by keeping the other at bay.

And finally, just about community. This is a good example this afternoon by what we've heard from all of you of who we are. We are friends and we are neighbors and we are one people. Thank you all very much. Aye. [applause] Thank you all. Let's take a brief recess and take up the rest of our actions this afternoon. Thank you.

At 3:08 p.m., Council recessed.

At 3:14 p.m., Council reconvened.

Hales: OK, we're going to resume the Council calendar and our other items before us this afternoon. Karla, if you would please read item 1335.

Item 1335.

Hales: Commissioner Fritz.

Fritz: Thank you, Mayor Hales. Summer is just a memory -- especially on dark and cold and drizzly days like today -- but Parks staff are already beginning to work on the plan for the 2016 Summer Free For All. The program rests on strong collaborations, sponsors, dozens of neighborhood committees, and hundreds of volunteers working together to bring fun activities to our parks and playgrounds all summer long at no charge to participants.

Normally, this report has been presented to Council in late spring as the kickoff of the next season of fun events. This year, I asked my Parks staff to bring it to you as a year-end review to highlight lessons learned and to address challenges that will be coming as the program moves forward. Please be aware that there will be another report to Council in the new year giving details about the successes and challenges at the new summer youth program specifically aimed at providing positive programming for teens at our community center. That ongoing program established by Mayor Hales -- and he and I

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have implemented collaboratively -- is aimed at reducing teen misbehavior and crime. We are still gathering data to present to you regarding its success, and that will be coming. So, this is about the rest of the Summer Free For All program, and Director Mike Abbaté will begin the presentation.

Mike Abbaté, Director, Portland Parks and Recreation: Thank you, Commissioner Fritz, Mayor, and members of Council. Mike Abbaté, Director of Portland Parks and Recreation. I'm joined today by Jeff Milkes, the manager of our Summer Free For All program. On my right, Shelly Hunter, our development manager; and on my far left, Jeff Anderson, the Executive Director of the Portland Parks Foundation.

This afternoon we'll tell you a little bit about how summer of 2015 was a summer of firsts for this amazing program, including our first audience intercept surveys. We'll talk about how it is also a first for staff in building new partnerships, programming culturally-relevant programs, adjusting program size, and shifting our marketing strategies. We'll also talk a little bit about our plans for 2016.

The Summer Free For All program has changed over the years. It's amazing to recognize that Parks has provided playground programs for over 100 years. Over 100 years, we've been in playgrounds with kids. For 50 years, we've been providing concerts -- movies for 10. And we first combined movies, concerts, and playgrounds in the park into the Summer Free For All under Commissioner Fish's leadership. It was in the depths of the Great Recession, and the need for staycation programming was apparent. We've long since evolved the program.

With the loss of a previous long-time title sponsor, the program has grown even more dependent on a great many smaller partnerships and neighborhood support both in-kind and cash. On the slide here is a map of Portland. What you see is 291 free activities on 90 different sites, each marked by an orange pen. This is more than double the number of free activities offered six years ago. Thanks in part to Council's one-time support for this summer changes, and at the direction of Commissioner Fritz, some changes this past year included enhancing our targeted marketing efforts to underserved communities, expanded training to include full-day sessions on equity and cultural responsiveness skills for our playground staff, and as we close the gap on free lunch service so youth have access throughout the year. Special thanks to Commissioner Saltzman for his attention in closing this hunger gap.

With the backing of business and nonprofit supporters, we were able to cultivate new sponsorships such as Salt and Straw, a local business. We increased our fund-raising over 2014 by the 73,000 more in cash and 86,000 more in in-kind contributions. After implementing new hiring strategies for the playgrounds program, we succeeded in hiring a workforce that was 48% people of color and recruited from communities all over Portland. And with a focus on equity, we were able to build new partnership like the 93.1 El Rey and the Latino Network so as to improve the cultural responsiveness and relevancy of programming. We also hosted Festival Latino, which I'll tell you a little bit more in a moment. At this point, I'd like to turn it over to Shelly Hunter.

Shelly Hunter, Portland Parks and Recreation: Thank you, Mike. For the first time ever, thanks to the citywide innovation grant, we collected public opinion and demographic information through an audience intercept survey. The survey was conducted at 14 movies and concerts in the park.

The survey confirmed some information we knew, and it also provided some information we didn't know about the movies and concerts. Specifically, we found out that 48% of the attendees were families with children. 29% were first-time attendees. In the homes of those attending, 26 different languages were spoken. 30% were people of color.

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We also noticed that there was limited participation by the Asian American and the African American demographics.

We learned something else through the survey. Our audience tends to be more representative of the higher income bracket in our city, specifically when you compare it with citywide data. For instance, 48% of audience members had a total annual household income of between \$50,000 and \$199,000. When you compare it to the city overall --

Fritz: Excuse me just one second -- the numbers are not showing up on our --

Hales: Oh, there they are.

Fritz: Thank you.

Hunter: When you compare it with the city overall, it's 42%. 19% of the respondents to the survey reported they had a total annual household income of less than \$25,000. If you compare that with the city overall, that figure is at 25%.

Summer Free For All is our premiere outreach program. It provides fun and free events for the Portlanders most in need. We want to create events that result in participants and beneficiaries who are more reflective of the income distribution in our community. If there is any disparity, we aspire to meet the needs of those with less discretionary income for entertainment while helping neighbors meet their neighbors in the park.

In the coming year, you'll see us spending more time focusing staff capacity on audience inclusion by building partnerships and delivering culturally-relevant programming. A special thanks to the Council, Mayor Hales, and the Office of Management and Finance for providing the funding for the survey through the City's innovation fund microgrant program. The findings of the survey will help change how we deliver Summer Free For All in the coming summer, and we want to speak a little bit more about a specific program that was extremely successful, the Festival Latino. I'll turn it back over to Mike.

Abbaté: This inaugural Festival Latino really demonstrated our commitment to engaging new audiences through program design, marketing strategies, and partnerships. It included cooperative program planning. So, we planned this partnership with a Latino Network with culturally-relevant food, music, family activities, and we had tabling by a wide variety of organizations and many social service agencies. We had on-site simultaneous translation and bilingual marketing materials distributed through partners like Hacienda CDC.

With the targeted distribution marketing material and \$40,000 of in-kind broadcast support from 93.1 El Rey, we secured the largest audience ever for a Spanish language movie in the park -- we had over a thousand attendees on July 12th, 2015.

Engaging our community in new ways like Festival Latino requires substantial investment in relationship-building. Through these relationships, we look forward to growing this aspect of Parks programming in the few. And now to Jeff Milkes.

Jeff Milkes, Portland Parks and Recreation: Good afternoon. It's always such a pleasure to spend a few moments with you. As the slide above shows, the revenue sources for the Summer Free For All in 2015 are varied. One challenge has been funding to give the program long-term stability. A thank you to the Council for your support in funding the one-team needs of the program in 2015. However, the Summer Free For All program faces real challenges under current funding levels.

The Summer Free For All is a well-leveraged investment, with general funds currently accounting only for 18% of program costs. If private donations fall, the program is not sustainable. Even with current sponsors and current general fund support, Parks cannot match the number of events we had in 2014 and in 2015. In addition, complying with the recent arbiter's decision will increase the cost of the Summer Free For All going forward.

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We're planning the following changes for 2016 to match our available resources. As demand for neighborhood programs continue to outstrip our resources and capacity, we will encourage neighborhoods and community groups to work more closely together expanding on the partnerships, such as the East Portland Rovers active volunteer collaboration, and funding support between more and less affluent neighbors, like the Mt. Tabor and Montavilla areas. I know Commissioner Fritz is particularly happy to see the supportive relationships flourish since she's in charge of Neighborhood Involvement as well as Parks. Unless a new major sponsor steps up, the 2016 Washington Park summer festival will run Thursday through Sunday with four nights of quality music and entertainment rather than the 10 events provided at the height of the program. In addition, Parks is coordinating with the Water Bureau to minimize construction impacts of the Washington Park reservoir project on schedule for both 2016 and 2017.

Third, we commit to assess, evaluate, and improve programmatic and totally access to the Summer Free For All events.

And finally, while every year we hope that Portlanders have fewer hunger needs, we stand at the ready to step in for summer 2016. We are already in conversation with our tremendous partners in the school districts to continue to provide over 100,000 lunches all summer long.

Fritz: I was going to interrupt there because this was a surprising finding to me that we actually gave out more lunches this summer than previously. I had been hoping that with the recover from the recession that the need would have gone down but in fact it's gone up.

Abbaté: So, thanks again to you, the Council, for continuing to be great supporters of this important program. I want to introduce to you another supporter of the program, Portland Parks Foundation Director Jeff Anderson. Jeff comes to us and to the foundation from the Oregon Community Foundation. We're very excited to have him at the helm of our primary nonprofit partner. Jeff?

Jeff Anderson: Thank you, Mike. My name is Jeff Anderson, as Mike said, Executive Director of the Portland Parks Foundation. A bit of background in case this isn't top of mind for everybody up there. The Parks Foundation was created almost 15 years ago as a part of Portland's 2020 Vision for parks. Every large city in the nation that aspires to genuine livability considers great urban parks to be indispensable, and nearly every major city has worked toward those visions of theirs through public-partnerships like ours.

Since 2001, Parks Foundation has helped provide a margin of excellence through in our own parks through raising more than \$11 million in private funds for Parks projects all over the city -- that's about a four-to-one ratio over our operating expenses -- helping with our annual Parke Diem events to harness the energy of our volunteers to care for our parks, and also promoting the passage of last year's \$68 million bond measure for parks.

I'm very pleased to encourage the City's continued investment in Summer Free For All. In my first week on the job in October, Parks Bureau staff sent me their draft report on Summer Free For All, and that was really my introduction to the breadth of the program and the services it provides for Portlanders. I was a neighborhood concert attendee myself without really realizing that it was part of a much broader program, as you've heard, with over almost 300, 320,000 people benefiting. So while the Parks Foundation part of this overall program is relatively minor, we're very excited about the plans you've heard outlined by the staff just now, and we'll be encouraging generous support from partners such as Bank of America -- which has supported over the years -- and others to continue their sponsorship.

To me, the City's investment in Summer Free For All is emblematic of three values, which I really think are endemic to a great city. First is the understanding that our residents

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need and value beautiful open spaces. Secondly, that our open public spaces are vital venues for fun, health, positive youth development, shared cultural and civic experiences. They're not empty spaces, they're places in which a lot is happening that contributes to the health of a city. And third, that parks are essential visible elements in building social, economic, and racial equity in a rapidly-changing and growing community where we expect in just the next few years to be building more than 100,000 units of housing -- mostly apartments -- for whose residents access to a high-quality park will be absolutely critical to the quality of life. And just today, an article about eastside gentrification in The Oregonian included a community leader's comment that the residents there want to be able to stay in part to benefit from parks that are planned for their area.

As we continue our work with Portland Parks and Rec to fund priorities for new and improved parks and Parks programs, we'll be talking with private donors and pointing to Summer Free For All as an important measure of the City's commitment to serve all Portlanders. We at the Parks Foundation also invite your comments and your support of our work, and we look forward to ongoing dialogue in close collaboration to sustain a superb parks system in Portland. Thank you.

Hales: Thank you.

Abbaté: Thank you, Council. I think that concludes our remarks, and we are open to any questions.

Hales: Questions for this great team?

Fish: I have a comment and question. First, I just have to say to Jeff Milkes, I've had the pleasure of working with you as Commissioner-in-Charge and as a mere Commissioner, and I want to publicly thank you for your public service and the dedication to the work. I believe you are exemplary employee of the Parks Bureau and I just want to put that on the record.

Milkes: Thank you, sir. That means an awful lot to me.

Fish: The other thing is Commissioner Fritz has put her stamp on this program, and that includes equity -- both a commitment to the diversity of people who provide these services and then who we served -- and she has also -- looking at the map, I notice that the entire city is being served in ways that we once aspired to but I think is just now being realized.

I want to offer one observation, just one consumer's view. What I love about Summer Free For All is when we showcase the best of local arts and culture. And I know there's an audience out there, Jeff, I know there's a big audience that are out of some of these packaged programs, particularly Washington Park. My own sense is that there are some events I go to thinking I'm probably be the only person there and it turns out it's mobbed. So, I don't presume my tastes are the same as others. But I would just urge you - - while I know there's an appetite out there for bands that do covers and do some of these things and they have national reputations, the truth is that we are home to great arts and culture organizations. And I hope that if there's a bias in our programming, I hope it's towards showcasing the best of what's here. Obviously, what's here is classical music, is jazz, is blues, is ethnic music of every stripe, and also dance and other things. Again, I'm just one consumer, but I'm always doubly appreciative when I go to an event and it's well-attended and we're getting all the benefits of Summer Free For All and we're showcasing local artists. And we happen to be a capitol city of art and culture, and I hope we focus as much as possible on giving local artists a chance to shine at our events. Congratulations.

Abbaté: Thanks, Commissioner. That's great feedback, so appreciate that.

Hales: Other questions?

Fritz: How many of the staff -- I'm sorry I didn't think of this asking this beforehand. I'm supposed to tee up my team with questions you already know are going to get asked, but I

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just thought of it. Approximately how many of the staff in Summer Free For All are seasonal staff?

Milkes: I'd say a way vast majority. Of about 130 people that'll work in the program over the course of the summer, I would say probably in the neighborhood of 120 of those -- maybe, 123 or 4 -- are seasonal.

Fritz: And some of them may be affected -- as you mentioned in the presentation -- by the arbitrator's decision and we would need to pay them higher wages and benefits?

Milkes: Yes, ma'am.

Fritz: So, the chart we got showing 18% general fund support doesn't count in the fact that the staff costs will be going up?

Milkes: No.

Fritz: Thank you.

Hales: Other questions and comments? Thank you all very much. Do you have any other invited speakers, Commissioner? Anyone else want to speak on this item? If not, then a motion to accept the report is in order.

Fish: So moved.

Fritz: Second.

Hales: Roll call, please.

Item 1335 Roll.

Novick: Thank you very much for the wonderful program and wonderful presentation. Aye.

Fritz: Thank you, team. This is a program which provides a lot of joy over the summer. As we look at a \$3 million budget cut, it's going to be something that will be difficult to continue to fund. And as you pointed out already, we're scaling back. I want to thank Shelly Hunter for your work. Since you joined the bureau, the increase in both money and in-kind donations since you started is very, very impressive and I'm glad you chose to relocate here.

Hunter: Thank you.

Fritz: And thank you, Jeff Anderson, for coming to help with the foundation. I was involved in the very first project that they did with the Holly Farm Park, so it's an honor now to be the Commissioner working with you. Aye.

Fish: I just want to add our gratitude to all the community partners who help us provide these services. And the back of the beautiful brochure you put together this year is an honor roll of community businesses and organizations who support our work for the benefit of the community. Bravo to them and congratulations to each of you. Aye.

Saltzman: Thank you very much. Aye.

Hales: I just want to say that's a very impressive list. So first of all, to our staff and our development director, great work. Because that doesn't happen without a lot of work on the Parks Bureau's part and on the foundation's part. But then to the community for this amazing list of businesses and neighborhood associations, organizations of every kind and individuals to step up like this is really heartening. Really impressive. And then secondly, just as a citizen who goes out and enjoys these events in the summer, they really are a great part of Portland. So, thank you for a great report, great program. I look forward to next summer. Aye. Thank you. OK, let's move from one great summer activity to another here. [laughter]

Item 1336.

Hales: Commissioner Novick.

Commissioner Novick: Colleagues, I'm just going to steal from Margi Bradway's introductory memo in our materials because I think it was very well put. Sunday Parkways, sponsored by Kaiser Permanente -- and don't you forget it -- [laughter] -- are open street events. They facilitate car-free biking, walking, and rolling, and show off Portland's

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premiere family-friendly bicycle routes called neighborhood greenways. The routes are 69 miles and go right by Portland's beautiful parks.

PBOT works in collaboration with the Portland Police, Portland Parks and Recreation, and many other Portland bureaus, non-profit organizations, and vendors to bring communities and families together for five Sunday as year. Sunday Parkways events draw people to our public streets and public spaces where they visit local businesses, interact with neighbors, connect with their community and city, and build physical activity into their daily lives. And I'm really sorry Chris Smith isn't here, because I'm about to mention the Portland Plan. Sunday Parkways brings to life one of the goals of the Portland Plan, a healthy connected city to improve the human and environmental health link by creating safe and complete neighborhood centers linked by a network of city greenways that connect Portlanders with each other, encourage active transportation, integrate neighborhoods, enhance watershed health, and provide access to services and destinations locally and across the city.

That is what Sunday Parkways is all about. I want to underscore again that City bureaus work together through Sunday Parkways to share information with the public. Fire, Environmental Services, Police, Water, and Park are some of the agencies directly involved with Sunday Parkways. I want to again extend our thanks to Kaiser Permanente, which has invested over half a million dollars into Sunday Parkways since the program's inception. Thank you for your continued partnership. And now, it is my great pleasure to turn it over to Margi Bradway, Linda Ginenthal, and Rich Cassidy.

Margi Bradway, Portland Bureau of Transportation: Hi, thank you for having us today. Like Commissioner Novick said, this is an opportunity to celebrate something that brings much joy to the city.

Before I get into the presentation, I want to make sure to recognize the team that works on Sunday Parkways. As you probably know, thousands -- 130,000 people -- come to Sunday Parkways every year with hundreds of volunteers. What people don't know is a very small, talented, and mighty team of people that runs Sunday Parkways. With Linda Ginenthal as the lead, Rich Cassidy as logistics, and Alexis -- stand up in the back -- these are three staffers for Sunday Parkways. This is it, folks. They are amazing. Along with our amazing consultants, Neil Armstrong and Phil Barber -- can you stand up? These five people really run that huge amazing show called Sunday Parkways. I could not ask for a more talented team. And I think one of the reasons why Sunday Parkways doesn't come to Council very often it's because it's such a smoothly-run program. People don't see the messes. And also, you will hear later, we have invited testimony as Commissioner Novick said -- I believe Dan Field and Phil Wu were going to say a few words, as well as Heather Morell and Marleen Canche -- if I pronounced that correctly.

I'm not going to spend too much time on my introduction, I think everybody knows what Sunday Parkways is. We like to call it an open streets event rather than a closed streets. A quarter of the property in the city is public right-of-way. So, PBOT owns a massive amount of land. And there are lots of different ways to use this land. I think Sunday Parkways is a great example of how you can literally open the streets and bring people together in an excellent use of our public right-of-way.

As the Commissioner noted, the activities of Sunday Parkways are called out in both the Comprehensive Plan and specifically in the Portland Plan in terms of opening our streets, programming, activities and community gatherings such as block parties and Sunday Parkways on our streets. Next slide.

I like to think of Sunday Parkways as the gateway drug to active transportation, to biking and walking. We have both quantitative evidence and qualitative evidence. There are many people who are nervous about biking in the streets who don't have -- biking and

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maybe even walking and rolling -- who aren't that confident. But when they have the opportunity to bike in an open street but closed to car traffic environment, they try it. And this introduces them to new neighborhoods, it introduces them to new parts of the city, and they feel the freedom to do that. And I do believe Sunday Parkways is one of those things that makes the city so successful in both biking and walking.

We are a leader in open streets. If we could just jump to the next slide. We have won national and international awards, thanks to Linda's leadership and this team's good work. There are 365 open streets events internationally. In the most recent report, we were one of eight recognized internationally for our practices -- for best practices in terms of fund-raising, best practices in efficiency, best practices in terms of programming and how we program it. So, not only is it seen as a successful program by Portlanders, but we're internationally recognized for the work. At this time, I think it's a good transition to hand it over to Linda to go more into the specifics of the 2015 Sunday Parkways report.

Linda Ginenthal, Portland Bureau of Transportation: Great. Thank you, Margi. Thanks for those kind words. We started Sunday Parkways back in 2008 and we started in North Portland and we were pleasantly surprised. There's a deep hunger for these kinds of free family activities. And so at our very first event, we had 5000 participants. At the time in 2008, we were the third largest biking event in the nation. Now, we've been surpassed by many other open streets around the country, but at the time it was really pretty phenomenal.

Last year was a record-breaking year for us. We had 119,000 people participating -- and those are good, hard counts. We had the largest number of people ever in our East Portland event at 16,000. I don't know of any other event in East Portland that has 16,000 people, so it was pretty phenomenal for us. And Sunday Parkways -- yes, it's definitely about active transportation, but it's also about health and getting out and being active. So, we work very closely with our Parks Bureau. They have been spectacular partners on this. They provide a lot of the staging and equipment and classes and disc golf and the climbing wall and a whole bunch of other things. This is the photograph of a gentleman who does Bollywood dancing who's terribly popular. [laughter] So, it's about health, and that's a critical piece of it.

The reason why we spend so much time talking about health is, again, it's what people want to do for their everyday mobility. It helps their health, but as part of the Portland Plan, the goal is to have 70% of all Portlanders being active by 2035. So, it's very much a part of how we get people to be healthy. And additionally, if you've seen it, you've seen this with a zillion kids, but also about 45% of our participants are 45 years and older. So, we're also reaching older populations as well, which is a critical component.

Novick: Linda, I have to say I love that statistic "over 53 million calories burned" because it sounds like a good flipside of the McDonald's signs.

Ginenthal: Exactly -- [laughter] -- thank you.

Saltzman: Does that include dog calories? [laughter]

Ginenthal: They are delicious calories that we're getting to eat at Sunday Parkways.

So, equity is front and center for Sunday Parkways. We organize specifically with -- we don't really have to do all that much to get bicyclists and people who are sort of already doing this to come out. Really, it's about getting low income families, communities of color, Spanish-speaking community organizations, people who are underrepresented in our community to come out and experience Sunday Parkways and enjoy it and to use it as a blank slate so they can take the goals of their own organization and use Sunday Parkways for their platform. This is a picture of our bilingual bike fair was done in Northeast Portland with one of the speakers that we'll have later.

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We work with about 340 community organizations, which is a lot of phone calls. We focus in on 25 where we do activities with those organizations. We had major collaborations this year with Parks for New Portlanders, the Community Cycling Center, SMYRC which is a sexual minority youth center, and Latino Network. As you can see, there's a lot of pink shirts in the room. That's our year's color. And volunteers are really our life blood.

We're a small team of folks and none of us work full time on Sunday Parkways, so we need as many volunteers as possible to keep the streets safe, get the neighbors to their houses, and all that kind of jazz. This year, we had 814 volunteers -- individuals -- over 5000 hours. And as part of that, we worked with some community groups and those community groups get support from us by giving us bulk volunteers. That amounted to about \$12,000 of community organizations as part of our volunteer program.

We also did a campaign to encourage more leadership. We had 13 leaders in the program the year before. This year, we had 23. So, we're really growing our leadership pool. And specifically, we did a campaign to encourage women to take on more leadership. The bicycling community -- there are a lot of men who take on leadership in these programs and so we did a campaign to encourage more women to take that leadership, and we were quite successful in that.

I'm going to turn it over to Rich Cassidy. If you're having fun at Sunday Parkways, it's probably because Rich Cassidy was doing it. [laughter]

Rich Cassidy, Portland Bureau of Transportation: We designed the routes to not only connect four parks and create those wonderful recreational activities along the route, but we've also create what had we call marketplaces at those four parks. In our first year, 2008, we had 25 vendors along the route. As we've gained popularity and added events over the years, we had over 200 vendors last year and we average about 90 vendors at each event. Many of those are small and local businesses.

This is great not only in the sense that we've exposing Portlanders to these great food carts, community groups, other City bureaus -- as Commissioner Novick mentioned -- and sponsors along the route, but it also means that we've generated a lot of vendor fees and additional revenue towards our budget. Last year, we generated \$38,000 in vendor fees.

Many of our vendors report that the five events are the busiest events that they work in the city this year -- and many of them work the street fairs and things -- especially when weather cooperates. Then they sell especially a lot of ice cream and those things. Several vendors are small, minority-owned businesses, and we've taken an active role in seeking out more of these types of these businesses, a few of our vendors employ individuals developing job and business skills. We've heard from several food vendors that our events have helped them get more contact with their local customers who seek them out after the events at their brick and mortar stores -- we call it bounce-back traffic -- their regular food cart locations and local companies and retail shops. Also get a chance to build their customer base by introducing people to their product or their business at the event as these people pedal and walk by their booth at Sunday Parkways.

Ginenthal: Great. I want to talk a little about the interagency communications. I think people have discovered the secret sauce and the magic of Sunday Parkways. We deliver 20,000 people to your organization to talk with people who are really blissed out and really happy about being at Sunday Parkways, and you can really engage in a conversation. It's a great way to connect. So, the Bureau of Emergency Management -- in the nicest way I can say it -- they just killed it. They had so many people at their booth. They did a fantastic job of doing outreach at these events. We had the Bureau of Environmental Services -- they had the fish hats, which are a little odd, but people loved them. They showed off the

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Foster floodplain, we partnered with them this year on the salmon festival, which was fantastically successful. We work with the Fire Bureau and they did practice CPR, and what child does not want to climb into the big red truck? Water Bureau brought back the water stations to Sunday Parkways, and that was really tremendous. In all, all the big bureaus are represented at Sunday Parkways because it's a great city program and a way the city can connect to our citizenry.

So, sponsorships. Sponsorships make up about 55% of budget for Sunday Parkways. I've gotten really good at dialing for dollars. [laughs] It's kind of fun. Kaiser Permanente has been with us since the beginning in 2008. They were our sponsor back then. One thing is that we look for sponsorships that reinforce our messaging. So, Kaiser Permanente -- easy. They are all about health, all about thriving, all about getting people active in their everyday activities. And again, they've been with us since the beginning. We also work with Whole Foods. Whole Foods is all about healthy eating. And so, we really are able to get sponsors that help us with our messaging.

And then this is the plethora of sponsors that we have. We've got businesses that are tech businesses that want to connect with something fun and hip and groovy so that they can really get more folks who are moving to Portland in the tech industry to connect with something that's cool. We've got TriMet, we've got the Bike Gallery, which has been with us since the beginning, Cliff Kidd has been with us since the beginning. It's a wide variety of people.

We also get individual contributions. We do a phone bank every year like a nonprofit, we do a mailer -- one mailer a year -- and then we have buckets at the actual events. We've raised about \$21,000 this year. It's not a ton of money, but it's a lot of friend-raising. And it's \$20,000. In our budget, that's money. And then, of course, we get the vendor fees. So, it's a lot of fund-raising, it's a lot of connecting with a lot of different pieces of the community. And it has been my distinct pleasure to work with most of the Commissioners here on this program on how we can make it best for our city.

Hales: Thank you all. Questions?

Fritz: How do you decide which events are which Sundays?

Ginenthal: Well, there are a couple of things. We looked at the number of volunteers that we can recruit for different events. Usually, the shoulder events are physically smaller because, man, September is harder to get volunteers. And so our big juggernaut events with the larger footprints have those areas. That usually means East Portland is either May or September, and then the September one has changed from being Southwest -- we did the Sellwood, which was physically smaller, the Tilikum one. That's how we sort of figured it out. The other thing is keeping it fairly regular means that the neighbors can anticipate both from getting out of town and, like, when do they put their couch on the front lawn to enjoy Sunday Parkways in their neighborhoods. We like to keep it as consistent as possible. This coming year, because we're not going to be utilizing police resources for this, we will be able to shift some of the dates around.

Cassidy: It will not be on Mother's Day in 2016. [laughter]

Fritz: That was kind of the gist of my question -- [laughter] -- I've heard from several folks in East Portland about that, and then there's sort of the intersection of often Father's Day with the Pride Parade.

Cassidy: And we will not be on Father's Day.

Fritz: I encourage you to work with -- do you have a steering committee of community folks who advise you?

Ginenthal: We work with a significant number of neighborhood associations and the business associations and the community organizations. We don't have a formal steering committee, but there is a ton of communications that go back and forth. They're more

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partnerships than they are sort of a steering committee because honestly, this is a community event as opposed to a program where there are going to be programming the individual aspects of it. So I wouldn't -- what I want people to do is engage in the ways that serve their purposes and not sit on my committee and advise me on traffic things which we really don't have that much choice in. So, that's kind of what --

Fritz: No, I was thinking more in terms of the scheduling -- that local folks know what's happening on particular weekends and in particular, gathering the lead advocates from various parts of city together once in a while to discuss.

Bradway: To that point, I think that's a good idea, Commissioner. Director Treat has changed her budget advisory committee to a bureau advisory committee that has quite a few people from neighborhood associations on that. So maybe we could look at bringing our proposed schedule to the bureau advisory committee.

Ginenthal: Good idea.

Fritz: I would really appreciate that. Thank you.

Ginenthal: And we've always -- we haven't been able to pick our dates. We're the last kid on the block to get in on the dates. So, the Race for the Cure, the Rose Festival push us around. Our schedule is sort of the last one that's set. So, we've never really picked our dates.

Novick: Are you saying the Race for the Cure and Rose Festival are bullies?

Ginenthal: We're new kids on the block.

Fish: Linda, did I hear you say earlier you won't have police support for the next --

Bradway: Yes. I want to be clear that the traffic captain Sheffer has been a great partner. We worked through a lot of issues this year. The traffic division was brilliant on the Tilikum Crossing route. That was a very difficult route. They had staffing issues in our Southeast event and so what we did was piloted an event where we didn't use police but instead used flaggers at certain intersections, and we had our traffic engineers look at it closely. That seemed to work. And so, because of the staffing demands on the police for the next year, we're looking at not having police presence at all at Sunday Parkways. With carefully looking at our options with flaggers and our engineers kind of approving the routes.

Fish: And having just returned from a city -- New York -- that has a tradition of having police and other highly-trained people at key intersections managing traffic, I'm just curious, do you feel that that provides the same level of safety that we had?

Bradway: I don't feel comfortable speaking to that, honestly. I think this has been a very hard conversation with police and they're very -- and as you know, the traffic division has been pulled off to work on other issues. I really don't want to speak for the police on this.

Fish: I'm asking your opinion as PBOT. We cross -- I love your program. But most of the Sundays cross major thoroughfares. I appreciate there are staffing and potentially funding issues, but I think the Council's concern would be that there would be no drop-off in public safety. Those are difficult things to balance. I just want to put that marker down.

Bradway: I appreciate it, Commissioner Fish, and I will note that we did not see any safety issues on our pilot this year in the southeast Sunday Parkways.

Hales: Yeah, and let me add to that. I hope you and Commissioner Novick and his staff will feel very free to call on me and my office to participate in that discussion. I appreciate the difficulty for the Police Bureau in staffing the event because they are stretched thin. On the other hand, I see the value in having them involved. Police officers are not the least expensive option for how we provide support for these events, so that's also a factor. But I spend a lot of time talking to police officers during the event when I'm riding around. I think it's very valuable for the Police Bureau to participate for them, aside from the fact that it's very supportive for the event.

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And then secondly, there are certainly situations out there where it's nice to have a police officer there. In fact, I was talking to a couple of traffic officers along Foster. I was asking if they have any problems and they said only with obnoxious motorists. And so if we're going to have to deal with the occasional obnoxious motorist, it would be nice to have somebody in a police uniform doing that. So, again, don't hesitate -- despite the staffing issues of the Police Bureau -- to call on me and my office to help mediate the question of how much is the right amount of support and participation from the Police Bureau.

Fish: Mayor Hales, just a thought. At a lot of intersections there are usually two police officers and two people there. Perhaps having a police cadet?

Hales: They do use reserves so some extent for this event.

Fish: No disrespect to flaggers, but I've noticed in the city the general decorum on the roads is slipping. There's nothing like a police officer in a visible car to get people to behave. I don't know that flaggers always get the same respect.

Bradway: Understood. Thank you.

Fritz: In terms of fund-raising, do you and the Parks Free For All folks coordinate with who's asking who?

Ginenthal: We've had the conversation early on. We've both been doing it for a while now, so we haven't had that conversation. I'd love to, that would be awesome.

Fritz: Yes, I encourage you to do that.

Ginenthal: So far we haven't stepped on each other's toes, which has been great. And because there are so many -- this project has parks as a part of it, and we work so closely with them on other things, it's actually been really positive conversation.

Fritz: It's very positive for me, because I'm the Parks Commissioner -- [laughter] -- they're always telling me how much they love Sunday Parkways. It's a lovely program, yes. I would encourage you to do that and potentially with your budget advisory committee and Parks' as well. Together, we could look at who has been tapped and who's given and who are the outstanding omissions that we could perhaps say, "you could fund this or you could fund this. What would you like to fund?"

Ginenthal: That would be great.

Fritz: Because certainly both programs -- yours is at 34% general fund subsidy, ours is at 18. There's a lot of room for extra sponsorships.

Bradway: Just a clarification on that. In the report, there's a \$163,500 of City of Portland funding. Only \$105,000 of that is general fund. The other portion -- approximately \$58,000 -- comes out of the active transportation budget. It's a funding source remaining from BETC credits, a dwindling funding source that is kind of leftover flexible state money. So, to finish, there's \$105,000 which is approximately 20% of the program coming from the general fund.

Fritz: That's helpful. So with the dwindling BETC fund, do you have plans for how you're going to fund it this coming year?

Bradway: There's discussion at the Director's team, and we're going through our budget process like all bureaus right now to make sure that we have adequate funding for all of our programs. So, we're looking at that.

Fritz: With that, it's actually similar to the level of general fund subsidy of the Summer Free For All program.

Bradway: Mm-hmm, yeah.

Fritz: Thank you.

Fish: I appreciate this year -- maybe, Linda, you've done it before -- but one of the Parks Bureau programs was Frisbee golf.

Ginenthal: Disc golf, yeah.

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Fish: I had a chance to do a couple of rounds with the head of Kaiser. It's a lot harder than you think.

Bradway: We appreciate Commissioner Fish coming out to Sunday Parkways. Thank you very much.

Fish: Oh my god, it's a life saver. [laughter] Particularly since I'm on my own these days. I mean, you hear this from us every year, but you do a wonderful community service in organizing events. For the electeds, it is especially fun because we get to be with people who are really happy and feeling good about the city and also their hair is down a little bit and at every intersection, it's like being in a town hall. People are not shy about sharing their views on things. I think it is one of the great events in Portland and I congratulate you.

Hales: Hear, hear. Other questions? Anyone else -- I know there are other folks you would like to have to speak. Good afternoon.

Dan Fields: Good afternoon. We will be very brief. Dan Fields from Kaiser Permanente here with my colleague, Dr. Phil Wu. He's a Kaiser Permanente pediatrician and also a nationally-recognized expert in the health benefits of active transportation. So, how perfect to have him here.

You've just heard a fabulous presentation the what, the how, the why, and we're really here to deliver a big thank you collectively and individually to Commissioner Novick and the PBOT staff, Leah Treat, Margi Bradway, Linda Ginenthal, Rich Cassidy. It's a fantastic team that delivers for the City on five major events every single year. So, thank you for your leadership.

Mr. Mayor, we've seen you out at Sunday Parkways for years and years. Before you were Mayor, you were coming out there, and we appreciate your continued support. People love having the Mayor out there.

Commissioner Fish, you anchored the Tilikum Crossing event this year. In fact, I think -- do we have the picture of him in his spandex? [laughter]

Hales: Let's hope not --

Fish: Actually, our lawyer said this is a family-friendly show so they could not.

Fields: I tried to persuade the staff to put it up there. There were some job security concerns -- [laughter] -- so we won't show that photo, but thank you for being there and thank you for your comments.

To Commissioner Fritz, Commissioner Saltzman, we know there is tremendous support that comes from the Parks Bureau. We know that there are many demands on your budgets and you make a general fund commitment every year to this and we appreciate that and we couldn't do it without the support of the entire Council.

Just quickly before I turn it over to Phil, I will say that Kaiser Permanente is so proud and pleased to partner with the City on this. We're one of the largest companies headquartered here in downtown Portland, just across the river. Three and a half billion dollar company just here in the Northwest. 12,000 employees. But the most important data point for us is that we're a nonprofit and we're mission-driven and we take our mission to improve the health of our communities -- we take that very seriously. And our partnership with the City of Portland around Sunday Parkways really allows us to live and breathe -- literally -- that mission. And without your engagement, your support, and your willingness to partner with Kaiser and the other sponsors that Linda mentioned, we couldn't be part of this. So, we have a lot of touch points with the City, as many of you know, but I will -- at the risk of offending somebody -- there's no touch point with the City that we love more than Sunday Parkways. We're so proud of it and I'm very pleased to confirm that this week, in fact -- I don't know, Linda, if it was today or just this week --

Ginenthal: Today. [laughter]

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Fields: Today? Very pleased to confirm that we let the City know that we are going to be the presenting sponsor for the ninth year, next year. We've committed those dollars. We're pleased to be back with you in 2016 to see how we can continue to grow Sunday Parkways.

Fish: Can we suspend the rules, Mayor?

Hales: Yes. Hear, hear. [applause]

Fields: Thank you. With that, let me ask Dr. Wu to comment briefly on why it is Kaiser holds this so dear.

Phil Wu: Mayor Hales, Commissioners, thanks very much. With that very comprehensive report, I'm not sure what I can really add. But I think I'd like to maybe put a little bit of a spin on some of the health aspects of Sunday Parkways. You know, over these past, what, seven or eight years of Sunday Parkways, I think one of the wonderful things about this program is that it is continued to align with an ever-broadening, more holistic concept of health. Yes, it's about active transportation and encouraging physical activity, but there are so many other co-benefits that are major determinants of health, and Sunday Parkways has done a very good job of highlighting those.

Just to give you a couple of examples. You know, the fact that Sunday Parkways highlights the open spaces in Portland -- so, yes, the streets -- is in and of itself getting people outdoors. And regardless of what they do outdoors -- which of course in this case is being active -- but still, just the act of being outdoors in and of itself impacts health in so many evidenced-based ways. And that's a value all by itself.

Second, the prioritizing and engaging of people with low income and communities of color and seniors and youth and others is of course the right thing to do. But we tend to forget that this is a major way that we can have an impact on closing the gap with health disparities, and that's a major issue for Kaiser Permanente.

And finally, some of these co-benefits around neighborhood awareness, economic activity, mobility, and livability are actually significant unto themselves as well because we have this growing conversation around the linkage between prosperity, community and families, and health. And this is a major discussion that I think we will continue to hear more about in the future. Sunday Parkways encompasses all of that. So, certainly I think we all need to celebrate Sunday Parkways for being a marvelous program in the past, in the present, and even going into the future. Thanks very much.

Hales: Thank you for your support.

Novick: Dr. Wu, I'm really glad to hear you talk about the connection between prosperity and health because that's something that I forgot to mention. One of the reasons active living is good to promote is that it helps with economic development. Because if we're healthier, then we have lower health care costs. And we're all in the same health insurance pools and health care costs are a drain on governments and families and businesses, so if people are out there getting in better shape, then that helps the economy.

Fish: Dr. Wu, I have a question for you. As I get older, I'm more and more surprised when I see young people smoking. And I don't want to be a curmudgeon about it, but what is the appropriate response to someone when there's a young person, they're smoking, and you want to offer a loving rebuttal? What's the appropriate public health response?

Wu: There are probably a whole bunch of messages. I would just say, you know, if you want to prosper into the future, if you want to live a healthy life, you know, don't smoke.

Fish: It's pretty simple.

Wu: Yeah.

Hales: If you take a picture of them and threaten to send it to their mother, that might work. [laughter]

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Novick: Commissioner, there is a move to raise the smoking age to 21. It's been done in a variety of cities.

Fish: One of the other things I've noticed is when I go to the movies -- and I don't go to the movies very often -- I notice there is more smoking in movies that I've been going to lately. And to the extent that movies glorify smoking or show cool people smoking, I think that's devastating to the overall effort we're trying to discourage people from doing something so dumb.

Hales: Hear, hear. Thank you so much.

Novick: Thank you so much.

Hales: Yeah, let's hear it for Kaiser. [applause] Thank you so much for being a sponsor. Thank you very much. Come on up.

Heather Morrill: I'm very happy to be here to talk about our partnership with Sunday Parkways. My name is Heather Morrill, and I work for a non-profit called The Giving Tree. We provide services and work alongside residents living in affordable housing. So we're there to build community amongst those residents and enhance individual quality of life. And once we've been able to address some of those immediate concerns and build a good community, we can do really fun thing which is to connect to the Portland community as a whole.

Three years ago, we began a partnership with PBOT's active transportation division. Active transportation staff became a part of our community. They started visiting us on site and teaching like map reading skills and doing activities to talk about walking and moving around the city in a less utilitarian way -- because that's how a lot of folks in affordable housing are using it -- and in a more engaging sort of community-building way. So, this led to group walking tours. The highlight of that was really the resident participants getting to share stories about Portland -- getting to share their stories.

Active transportation had done so much for us that last year, we decided we wanted to contribute to what they're doing and further our engagement so we began volunteering as a group at Sunday Parkways. This summer, 35 residents volunteered with me, 17 of those residents were unduplicated and this was over the course of three Sunday Parkways events. We were a part of the Tilikum Crossing celebration. Three residents volunteered at all three of those Sunday Parkways events, and three resident participants actually biked the Tilikum Crossing route either pre or post their volunteer shift.

The residents I work with, they really love getting out into the neighborhoods. They get to talk with the community. They get to hang out with their neighbors in a different setting, and they love to see all of the bicycles. I've got two quotes from resident participants. Mary said, "I could feel the excitement of the event as I walked through Colonel Summers Park to my volunteer intersection. Seeing big groups and whole families biking and walking together is wonderful to see." And Mark said that getting outside and giving back to the community by volunteering is the best part of Sunday Parkways. He said, "I got a standing ovation by a group of cyclists when directing a car safely through an intersection and off of the route."

So, the gratitude received from the participants as they roll and walk by the intersection where we're volunteering as intersection superheroes is just -- I've seen it lift up this population of folks who very often feel invisible. So, our group volunteering at Sunday Parkways is just such an extraordinary opportunity to connect to each other and connect to the Portland community, and it's something that's only possible at Sunday Parkways. Thank you.

Hales: That's great. Thank you.

Fritz: I love the term "intersection superheroes" -- [applause]

Hales: One more? Come on up, please.

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Fritz: The children have been so good just sitting there. If they want to come up to just watch so they can see themselves on camera, they're certainly welcome to do that.

Marleen Canche: Buenas tardes. Yo me llamo Marleen. Soy de group de ABC por quatro años y me gustaría que sigan apoyando las asociaciones entre Sunday Parkways y ABC. Estoy un poco nerviosa. [laughs]

*****: Hi, I will translate after she says her -- she reads her --

Canche: Cuando me metí al grupo aprendí ocupar bicicletas en el grupo. Me motiva y me ilusiona para salir pedaleando si el grupo. Yo miraría y a mis hijos pedaleando pero con el grupo me motive para salir con ellos.

La primera vez que salimos en el Parkways, ellos nos prestaron bicicletas y carritos. Salimos en familia por primera vez y nos gusto mucho. Al final de paseo, le pregunta si podriamos dar una vuelta rápido los bicicletas y los carritos. Para mi, esta asociacion es importante por cada año nos invita a participar y planear todo en equipo.

Sunday Parkways es un celebración para la comunidad. Ese día un nos se siente libre de andar en bicicletas porque no que los carros no pueden pasar. Uno se divierte porque no hay que gritar "carros adelante, carros atras," o que ir en el fila y se siente uno mas libre. Por favor, siga apoyando la asociacion. Muchas gracias por su tiempo.

*****: So she said good afternoon, my name is Marleen Canche and I belong to the ABC group for the past four years. ABC stands for Andando en Bicicletas en Cully, Riding Bikes in Cully. And she would like for everyone to continue their support, particularly collaboration between Sunday Parkways and that group, ABC. I'm going to speak in first person because I'm translating.

"When I joined the group, I learned to value and use bikes. The group motivates me and inspires me to pedal. Without the group, I would watch as my kids ride bikes, but with the group, I get motivated and ride with them. The first time I participated on Sunday Parkways, they lent us bikes" -- they meaning the team -- "bikes and baby trailers. We came out as a family on bikes for the very first time and we liked it very much -- so much at the end of the ride that we asked if they could ride around more while we put away the bikes just to get a little extra riding. This collaboration to me is very important because every year, we are invited to participate and we plan everything as a team. Sunday Parkways is a celebration for the whole community. A day of Sunday Parkways, one feels very free to ride because there's no cars allowed. And we have fun and fill free because you don't have to yell to the children, you know, 'car in front! Car in back! Stay in line!' So please continue the support in this collaboration and thank you very much for your time."

Hales: Thank you. Gracias. [applause] Anyone else here to speak on this report? Come on up, please.

Paul Longstreth: Hi, my name is Paul Longstreth. Commissioner Nick Fish, good to see you again. It's been a while. I actually got to work with him on a community project many years ago at an elementary school where I actually had to teach the Commissioner how to paint properly.

Fish: How did I do?

Longstreth: You did pretty good. Yes, it was fun to see you with your family.

I want to thank all of your for being a part of Sunday Parkways. As you can see, I am also an ambassador as well as an info booth coordinator with Sunday Parkways. I've pretty much been a part of it from the beginning. And I would like to say with all of these people from the City of Portland -- Neal, Phil, everybody else, Linda and Rich -- that yeah, without them, this program would not be here. But also, I'd say the reason why it has [indistinguishable] is being an info booth coordinator, I have met people who tell me most of the time they come to these events are usually by word of mouth. I've met people from overseas who get word of mouth, family, like when we do Mother's Day and Father's

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Day -- also words of mouth. But I'm saying with this event and being we are Bike City, USA, this event is -- I hope it goes on forever because it does bring a lot in to Portland as well as sponsors and not to mention the people I've met all over the world. But with you folks being out there, seeing you out there, being a part of it -- like you said, your hair down, having a good time, getting involved just like past mayors, too, that have got involved. Yeah, this is definitely something that we need to hang on to for this community because, yes, we are growing, there are problems and everything else, but as long as we have some summer events in Portland that keep this going, I say good job for everybody. Thank you.

Hales: Thank you. Thanks very much. [applause]

Charles Johnson: Good afternoon, Commissioners. For the record, my name is Charles Johnson. It's been my pleasure to be a volunteer at Portland Sunday Parkways and also to note that one of our other frequent testifiers is also a volunteer and is no longer in jail, so we should be glad that that happened.

I want to thank Kaiser Permanente for choosing this route to engage with people in the insurance-free marketplace rather than spending millions of dollars to put their name on a sporting venue. Those of us who know about equity and care for poor people in the Portland metro area are pleased to have a corporate citizen like Kaiser Permanente who comes here and engages and conducts events that people can participate in to improve their health, to bring different parts of our community together, and have real health rather than seeing millions of dollars go to signage on sporting complexes. Those of us who advocate for a universal single-payer health care system would be sad to see Kaiser Permanente kind of absorbed into whereas as we would be much more content with the high-paid executives of Providence and Moda having their high salary positions disappear so that that hard-working nurses and physicians -- like the one that testified recently -- could have a more compassionate care system. So I hope that while we're thinking about the overall picture of biking and health and balancing the cooperation between City bureaus that we'll focus on the holistic picture of having more money available for actual care and patient well-being and less for overhead. Thank you.

Hales: Thank you. Thank you. OK. Anyone else want to speak on this item? If not, a motion please to act set the report.

Fish: So moved.

Novick: Second.

Hales: Further discussion? Roll call, please.

Item 1336 Roll.

Novick: First of all, I'd like to thank all of the volunteers here with and without pink shirts for all of your work. Thanks again to the PBOT team and all of our partners in the bureaus for all of the work that you do. It's a great honor to be part of this celebration. Aye.

Fritz: This program was started by Commissioner Adams in 2008 and then over the course of the recession, Mayor Adams insisted on continuing to fund it. And it took a while, I think, to really catch on and for people to understand the value of it and for the volunteers to buy into it. In the early days, there wasn't much volunteer participation, it was more run by the bureau staff, and I really appreciate transportation for sticking with it. And also, I appreciate Commissioners Saltzman and Fish and my own vote to keep it going over the course of the recession because we're starting to see it blossom. It's starting to become of age, and there's a lot more recognition that we need to not only do outreach to underrepresented groups, we need to figure out how to make sure that they actually do participate. Another offer I would make on behalf of Parks is that we found that translating into eight or more different languages can be very helpful engaging the East Portland Action Plan, as I know you do, and various other community groups to spread the word

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about what this is including that it's a really great event for those of us who prefer to or have to walk or use a wheelchair as well as those who choose to bike. In many places, the connections between parks are close enough that it is possible to walk. And when it's not, there is often enough to do in a single park that you can go there and enjoy the event.

And we so appreciate the partnership not only with Parks, but with the Parks for New Portlanders program with the Office of Neighborhood Involvement, with all of the community groups that it's a good recognition that public spaces are important gathering spaces. Public streets are particularly important. They serve multiple functions. In the Comprehensive Plan update, we're going to have more discussion about have we actually listed all of the purposes of public streets? And maybe we should add some more to make sure that we all understand how many different values and principles come together in our public streets.

Thank you very much, Commissioner Novick, for this report. Thank you for staff and for volunteers. Thank you especially to our friends who came with three very well-behaved children. Mine would not have been able to sit here and I'm very impressed. Congratulations. Aye.

Fish: Thank you for bringing this forward, Steve. Linda, Rich, and Margi, thank you very much. I really love this program. And I'll just offer you an observation. I used to ride my bike to the gym and lock it, and it was stolen. I ride my bike on Sunday Parkways and I leave it unattended and it's never been touched. Draw your own conclusion from that. But I love this event and it seems to me it keeps getting better. I particularly appreciate the partnership with Parks. There's a lot of interesting things going on, including dance-a-thons and active stuff, and the Parks team knocks themselves out as a partner. We're proud to offer the water. I was delighted that Dr. Wu didn't suggest that we put fluoride tablets in that water. [laughter] We're not going to go there this time, we're just going to offer unfiltered Bull Run Water. I want to thank our friends for coming here today. Very nice testimony.

Normally, I do Sunday Parkways with my family but they moved to Spain. And my son is now in a public school in Spain and he's my translator, and I'm sorry that he wasn't here today.

I will continue to support this program in any way I can going forward because I think it's become part of the tradition of the city. And I'm not a lifetime biker, but ever since Chuck Amato told me to get my act together, I have been more interested in things like biking and better nutrition and other things that help me get through the next half century. Thank you for your great work, and thank you, Steve. Aye.

Hales: Well, this is one of the best things we do and it is a pleasure to participate as a citizen, not just as an elected official. And it is really a community builder at every level. I love what's going on. I'm wary to reduce the Police Bureau's role too much in this event so I do want it talk more about that because I think it's a very beneficial event for the relationship between the Police Bureau and the rest of the communities. I sometimes have joked that this is the one day a year when 15,000 people wave at police officers with all five fingers. [laughter] And you know, it's really a great event because they get to see 15,000 people who aren't causing a problem for their neighbors and who are not stealing bicycles or otherwise misbehaving because these are law-abiding Portlanders out to have a good time. I think it's a very beneficial event in that relationship building effort that Chief O'Dea and I believe so much in between the Police Bureau and the rest of the city. Let's talk more about that. Obviously, we've to pay attention to cost and availability but it's Sunday morning after all, so we ought to be able to flex to help and I certainly want us to be able to do that.

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The fact that other cities are doing this means that we ought to continue it, of course, but also look for new ways to innovate and expand this, so I'm interested in that as well.

And then finally, to Kaiser and to the other sponsors, thank you. As a Kaiser member, I know how committed your folks are to people actually being healthy and preventing problems, and this is so consistent with that philosophy that it is a natural for you but you didn't have to do this, and we certainly appreciate it and it's a huge community service for Portland. On behalf of the whole community, I know all of us thank Kaiser for being such a stalwart supporter for this. Well done, all. Thank you. Aye.

Novick: Mayor, do you think we could get a picture with some of the volunteers and sponsors and especially the three children who waited so patiently?

Hales: Yes, please. Let's take a moment to take a photo, please. [photo taken] Alright, we'll see you all out there next summer. Thank you. OK, we have just a little bit of business left this afternoon and some staff standing by to do that. So, why don't you read 1337 and 1338 together?

Item 1337.

Item 1338.

Hales: OK, Jennifer Cooperman and Katie Shriver have been waiting patiently for this presentation. So, thank you.

Jennifer Cooperman, City Treasurer: To this almost empty room -- not as exciting. Good afternoon, Jennifer Cooperman, City Treasurer.

Oregon law pertaining to the investment of public funds requires the City to adopt an investment policy annually since we make investments that exceed 18 months in maturity. So, the investment policy establishes the framework for the City to invest its cash assets. The policy is a set of conservative parameters that's written in accordance with ORS and that I bring to you each year for adoption.

The investment objectives are to preserve principal, ensure liquidity so we can pay our bills, and thirdly, to earn a market return. Investment earnings net of an admin fee to recover Treasury's operating costs are distributed out to City funds. In fiscal year '15, Treasury distributed \$7.4 million and earned an average portfolio yield of .57 basis point -- so a little over half of a percent. This year, we're recommending the following changes be made to the City's investment policy.

The first is a change to clarify the requirement that we have at least two bond ratings for every corporate bond that we buy. We've been operating that way, but there's a little bit of ambiguity in the way the policy is written so I just want to clarify that. And the second change is to move us to a market standard benchmark to measure our performance rather than a custom benchmark that we've used for many years. I think this will more consistently track our investment performance.

The remainder of the changes are housekeeping changes, and all of the changes were reviewed by the City's investment advisory committee which is comprised of members by the public who are experienced in financial markets. I would be happy to answer any questions or turn it over to Katie if you want to talk about the next item.

Fish: I have a quick question. What's the problem we're trying to solve by getting two ratings?

Cooperman: It's not a problem so much as just a clarification. The current policy uses the words "in the event of a split rating" where one rating agency rates a bond AA and another one rates them AAA. I want to clarify even in the case of split ratings, we want to have at least two ratings that are the minimum required ratings.

Fish: And the other question is under the market standard versus the custom standard --

Cooperman: Benchmark.

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Fish: Benchmark. Is the bar higher, lower, or the same?

Cooperman: It's actually higher.

Fish: Higher bar.

Cooperman: Yeah.

Fish: Thank you.

Hales: OK. Katie, why don't you take the next piece, please?

Katie Shriver, Office of Commissioner Steve Novick: Great. My name is Katie Shriver, staff to Commissioner Novick. I just wanted to provide a brief overview of 1338.

This resolution extends the existing corporate securities do-not-buy list through December 31st, 2016. As you probably recall -- just a little bit of context -- Council created the Socially Responsible Investments Committee charged with making recommendations about the companies Council should add to or remove from this do-not-buy list. You confirmed the committee appointments in July, and those dedicated volunteers have been working diligently and are developing a process and work plan to make recommendations. I expect we'll see a set of recommendations next year from them and then Council will be able to act on them before the end of the calendar year when this list would expire.

I just wanted to say a few words about the companies on the list that are attached to the resolution before you today. As you remember, Council added fossil fuel companies to the list just this past September. The September resolution documents the role of fossil fuels and climate change and the impacts of climate change here in Portland and throughout the Pacific Northwest. That resolution added 200 fossil fuel companies to the list, including 100 coal companies and 100 oil and gas companies. Of the 200 fossil fuel companies on the list, the City Treasurer has indicated that two -- Exxon Mobil and Chevron -- would, if not for the do-not-buy list, would be eligible issuers under the City's stringent investment policy.

The other company currently on the list is Wal-Mart. Council first added Walmart to the list in 2013. Wal-Mart is the largest private employer in the U.S. and its business model exerts considerable downward pressure on wages throughout the retail sector and the broader economy. In 2012, Netherlands' biggest pension fund announced it would divest from Wal-Mart because of the company's noncompliance with the United Nations global compact principles, which present a set of core values related to human rights, labor standards, the environment, and anticorruption efforts. Outside of the U.S., Wal-Mart has focused on fast, low-cost production at the expense of basic safety measures for employees.

This year -- you may have followed the news -- Wal-Mart raised wages to a minimum of \$9 per hour this year and \$10 an hour in February of 2016. Although the wage announcements have been positive, the Chicago Tribune and other news media sources reported this summer that Wal-Mart had begun cutting work hours at some stores to adjust costs for the wage increase to balance with other expenses and in addition, there continue to be reports of antiunion activity by Wal-Mart management. Given these factors, Commissioner Novick decided on balance to propose keeping Wal-Mart on the list. We expect that the Socially Responsible Investments Committee will review Wal-Mart and make recommendation to Council next year about whether the company should stay on the list beyond 2016. I'm happy to answer any questions.

Hales: Very clear. Thank you.

Fish: Katie, are we treating Wal-Mart different than other big-box retailers that have been in the news lately?

Shriver: I would defer to Commissioner Novick.

Novick: Obviously we are -- well, in one sense -- because they're on the list and others are not. We decided to give Wal-Mart the honor of being the first company on the do-not-

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buy list because of a collection of issues with the company involving the way they treat workers, the way they operate in the market, substantiated allegations of corruption on a widespread scale. So, it was for a variety of reasons to put Wal-Mart on the list, not just one reason.

Cooperman: And I would add other big-box retailers aren't eligible. They don't have debt that fits the criteria for us to invest in in the first place.

Fish: Thank you. The second question is of the carbon 200 that we're incorporating, are any of these Oregon companies?

Shriver: I believe one company has operations in Oregon. And I think this question came up when the Mayor brought this resolution in September and we did -- I believe that there was outreach to that company to let them know that this was happening.

Hales: Yes.

Cooperman: And I would add on that -- but that's also not an eligible investment based on the minimum rating criteria that we have.

Fish: And we're continuing to talk about prospective investment, not retrospective investment?

Cooperman: Correct.

Hales: Other questions? Thank you both. Anyone else want to speak on these items? Come on up.

Lightning: My name is Lightning, I represent Lightning Watchdog PDX. One of the problems I've always had on the securities do-not-buy list is that I don't think Wal-Mart should be on it. I've had a disagreement with this from day one. If you look at other companies, I think they would fall into kind of the same category as Wal-Mart and I don't see you going after these other companies. And Commissioner Novick, I'll be very frank -- you have a problem with Wal-Mart. You really do. And if you were to focus your attention on some of these other companies, you'd find faults and they would be on this do-not-buy list. Wal-Mart is a great company to me, and they have done a tremendous amount for the local economies and I think a lot of workers do enjoy working at Wal-Mart and they have a great future working at Wal-Mart. So, I have a real disagreement on demonizing Wal-Mart. I don't think they should be on this list.

Now, when we're talking the extraction industries, I would agree that they should be on this list. And why I say that is that we have other alternatives to look at this time and plain and simple, we don't need to be invested in these type of companies. Now, what I'd like to know on this is that when we're looking at the extraction industries and putting them on this list, with the money that we actually divest, where are we going to put that money? And that's my main focus right now is that can we -- is there any possibility to look at being able to somehow use some of that money toward affordable housing? And why I ask that is that we're taking a tremendous amount of money from these companies. Where are we going to put it? So, I like the extraction industries -- removing that money -- but can we put it towards some type of affordable housing type situation? And that's my question.

Novick: Mr. Lightning, it's not that we're taking money out of these companies it's that periodically, we buy corporate and other bonds to have a ready source of money.

Lightning: You're investing your money.

Novick: Right. I mean, the Treasurer can explain what the purpose of it is but it's almost like having a checking account. So the question, is what company bonds do we invest so that we can have short-term returns? What we're deciding here is prospectively, there's some company's bonds we wouldn't buy, which means we'll buy other company's bonds.

Lightning: Yes, my point to you is there a way to divest out of the fossil fuel industry and invest in the affordable housing industry? Is there a way to do that? And we are investing money into these companies.

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Novick: Well, we're not buying equities, we're buying bonds which means we are guaranteed a particular rate of return. So, putting the money into affordable housing would be a big departure from our current financial policies where we maintain a certain pool of investments based on certain criteria that are applied to the companies.

Lightning: Even if you can reach that same return and be backed by certain investors to make sure that you have that guaranteed return.

Fish: Lightning, this is really probably not the right place to have this discussion right now -

Lightning: This is my communication and I'd like to finish it --

Fish: You're raising a whole set of questions around fiduciary obligations and industry standards and things -- what Jennifer would tell you is that we can't use that money in investments that even have the remotest chance of being speculative or risky. That's why these are very conservative investments with a very low rate of return that are heavily regulated. I completely applaud your idea of using the funds. Pension funds have a little more flexibility to do that, depending on the law. These are heavily circumscribed and we can't put it into affordable housing. That's the short answer.

Lightning: Why I brought this up --

Fish: I support the concept. I applaud you for raising --

Lightning: Why I brought this up during my communication is that I wanted it to possibly be looked at from various individuals to see if there can't be some changes or some directions made toward affordable housing with some of these funds. And that's all I've asked at this time and then they can counter back and tell me why it can't be done and then we can look at possible ways of understanding that maybe we can go in a certain direction to do it. That's all I'm asking during my communication.

Hales: OK.

Fish: And I applaud you for raising it.

Lightning: OK. Thank you for your time.

Charles Johnson: Good afternoon, Commissioners. My name is Charles Johnson. Thank you. We know that nationwide on campuses, and particularly local here at Reed and at Portland State, there are divestment from fossil fuel movements. And as Commissioner Fish raised with his question, right now, unfortunately, this list is only prospective -- and I didn't have time to thoroughly brief myself on the situation -- but I hope there will also be some chances for the community to engage with you in a retrospective look, a sort of house cleaning. You know, in the media, it has been clear that many people feel that Exxon has been biased and deceptive about climate change -- or Exxon Mobil. We will, I think -- you know, this City Council this afternoon since our action against Islamophobia has been talking about raising the bar and highest of ethics. And fiduciary duties are complex. There are pressures to compromise. But I hope that citizens will be able to engage with you and get a clear report back in a retrospective look to make sure that any investments in companies that have been deceptive about climate change or are profiting pollution will be cleaned out and depollute the portfolio of the City of Portland. Thank you.

Hales: Thank you both. Any further Council discussion? Let's take a vote on the first.

Item 1337 Roll.

Novick: Aye.

Fritz: Thank you, Treasurer Jennifer Cooperman. Your work is always great. Aye.

Fish: Aye.

Hales: I think Treasurer Cooperman and her predecessors have all assured that this is a vaulted-down fiscally responsible investment policy, but it's also a smart and socially-conscious investment policy. I think we've struck that balance not so much between conflicting ideals but compatible ones. So, thank you. Aye. Second vote please.

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Item 1338 Roll.

Novick: Thank you, Treasurer Cooperman. Thank you, Katie Shriver. Thanks to the members of the Socially Responsible Investments Committee which are going to present us with a new list next year. Thanks to all of my colleagues for recommending folks for that advisory committee. I'm pleased to vote aye.

Fritz: I appreciate the diligence of the committee in taking the time to look at a very complicated issue. So, thank you, Commissioner Novick, for formally bringing to us a deferral. Sometimes we just let things slide, and it's nice to see a specific action to extend the deadline. Aye.

Fish: Aye.

Hales: Aye. Thank you very. Much. We are recessed until tomorrow at 2:00 p.m.

At 4:47 p.m., Council recessed.

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Closed Caption File of Portland City Council Meeting

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

Key: ***** means unidentified speaker.

DECEMBER 17, 2015

2:00 PM

Hales: Good afternoon, everyone. Welcome to the December 17th meeting of the Portland city Council. Please call the roll.

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

Hales: Good afternoon. Welcome. We've only got two items before us. The first is 1339.

Item 1339.

Hales: Commissioner Fish.

Fish: Thank you, Mayor. I'm going to begin with some very brief introductory remarks. We will then invite Chair Kafoury to kick off the afternoon discussion and then we have two distinguished panels we're going to ask to join us.

Mayor and colleagues, I am very proud this afternoon to present the resolution before you. I believe it reflects our best values and affirms that the city of Portland is welcoming to all. It is consistent with our civil rights code and administrative rules regarding nondiscrimination. It is about removing barriers, and it reflects the best thinking of community partners, City staff, and my team. Finally, it affirms the civil rights of transgendered individuals who are so often without safe access to restroom facilities.

Here's what the resolution before us does. It requires that we change the signs on all gender-specific single-user restrooms to be explicit that all users are welcome. Next, it directs OMF, the Office of Management and Finance, to develop a policy incorporating all-user restrooms in new construction and substantial renovation of City facilities. It instructs the City Attorney and Human Resources to work with bureaus to remove gender-specific language in all forms and policies. Now because the legal landscape here is still unsettled, we have written this to give the City Attorney and HR flexibility to work with the bureaus to find the best way to move forward. Last, it asks OMF to assess the feasibility of providing all-user facilities in every City-owned and City-occupied space and to return to Council in the future with a proposed plan for review and discussion. OMF's evaluation will consider the possibility of converting a portion of our multi-users restrooms from gender-specific to all-user, and the proposal will include an assessment of cost and an implementation proposal.

In closing this afternoon in my introductory remarks, I believe that everyone benefits when arbitrary gender-based limitations are removed from restrooms -- older adults, parents with young children, people with personal attendants, as well as transgender individuals.

This resolution is long overdue at the City of Portland. Multnomah County instituted a version of this policy in 2013. Portland State University, Portland Community College, even Grant High School have all adopted similar policies. Nationally, we're following the lead of cities like Austin, Philadelphia, Washington D.C. and our neighbor to the north, Seattle. And because we are not the first, we have the benefit of learning from the experiences of our other public and private partners.

Mayor and colleagues, we have a distinguished lineup today of invited guests who are going to share some testimony. Mayor, if I may, with the prerogative of -- or in the

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tradition of this body, I wonder if we could invite up the distinguished Chair of Multnomah County to give the first remarks.

Hales: Of course. Welcome. While she's coming up I want to welcome Val Turner and students from Beaumont middle school. Welcome. Nice to have you here. Some are whom are planning to move from those seats to these seats at some point in the future, I hope. Good afternoon, welcome.

Fish: Thank you for joining us this morning. I know you had to move things around on your calendar. I think because Multnomah County has been leading the way on this issue and because you have some experience, we thought it was very important to hear from you first and we're honored that you're here.

Deborah Kafoury: Thank you. Good afternoon, Mayor, Commissioners. My name is Deborah Kafoury and I'm the Chair of Multnomah County. I'm pleased to be here today to offer my support for resolutions 1339 to create all-user restrooms in City facilities. I believe that this action will remove unnecessary barriers for members of our transgender community as well as for families and people who need help accessing the bathroom. This is exactly the type of forward-looking leadership residents have come to expect from their local government.

In Multnomah County and in the City of Portland, we are committed to equity and policies that eliminate discrimination. Domestic partner benefits and trans-inclusive health care are just two examples of our jurisdictions leading on equity and inclusivity for our LGBT community.

When Multnomah County began creating all-user restrooms in 2013, we did so because we learned we had employees who were leaving their office buildings on break to use public restrooms in other facilities. This was unacceptable. Since 2013, we have converted 141 gender-specific restrooms to all-user, and we have 44 buildings where all-user restrooms are available to the public. Where we don't have single stall facilities, we are creating them. All of these steps will make sure that all our employees who are transgender and any visitor to our County buildings who is transgender will not have to worry about this most basic human need. And I appreciate the City is doing the same.

though this may seem like a small action, it helps build a more just world not only for our metro area residents who will directly benefit, but for all Oregonians. Today, there is a transgender young person somewhere in our state who will see this on the news and will feel understood and supported by your actions. Additionally, we are starting to see gender identity discrimination campaigns in other parts of the country, and if these discriminatory campaigns make their way to our community, we will be able to voice our own experience in creating all-user restrooms and help dispel the myths and the fears. I congratulate you today for taking this step forward and I'm here to offer my support and assistance in any way that is helpful. Thank you very much.

Hales: Thanks very much for being here. Questions for our Chair? Thank you.

Kafoury: Thank you all.

Fish: Chair Kafoury, thank you very much. Next up, I'd like to invite some other distinguished community members. And Jamie, shall I invite all five or break it up? Let's see if we can fit all five. Would the following people come forward: Debbie Caselton, who chairs the City's DEEP group, which of course stands for Diverse and Empowered Employees of Portland and I might add is an invaluable employee of the Bureau of Environmental Services; Anna Preble with PHLUSH, Personal Hygiene Lets Us Stay Human; Jenn Burleton of TransActive; Bob Joondeph of Disability Rights Oregon; and Andrea Zekeis of Basic Rights Oregon. Thank you all and welcome. Debbie, would you kick it off?

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Debbie Caselton, Bureau of Environmental Services: My name is Debbie Caselton. I've volunteered my time for the past eight years as chair of the Diverse and Empowered Employees of Portland as well as chair of the LGBTQ and Friends affinity group. My day job is working for Environmental Services doing community outreach. I'm here speaking to you as a City employee, a mother, a family caretaker, and a friend. I'm here to support the resolution to direct all City bureaus to convert existing single-user gender specific restrooms into all-user restrooms, to develop a plan to increase the number of all-user restrooms City-wide, and to implement gender-neutral policies. Everyone deserves equal access to public restrooms. No one should fear violence, harassment or embarrassment as a result of entering these facilities.

Historically, public restrooms have been at the forefront of human rights struggles. African Americans, women in workplaces dominated by men, and people with disabilities. It's time for the next step. Many transgender and gender nonconforming people have no safe place to go to the bathroom and are harassed, beaten, and sometimes arrested in both men's and women's restrooms. Having gender-neutral or all-user facilities available is not just for transgender people or gender nonconforming people, it could be fathers caring for their daughters, mothers caring for their sons, and what about disabled people who have a caretaker of a different gender? I have a co-worker who suffers from a social anxiety disorder known as Paruresis, better known as shy bladder syndrome. A single-user facility is a medical necessity.

I have heard some are concerned about sharing a bathroom with opposite genders based on cleanliness. This is actually something that's come up with me. Do you have mixed genders in your house? Growing up in your home now? Do you share a bathroom? I think sharing bathrooms will become less of an issue as long as there is continued privacy and mutual respect.

Recently, someone said to me, "why would we have gender-neutral bathrooms when I don't actually have any transgender coworkers?" First, you don't actually know that for sure. There are more transgender and gender nonconforming people that work here than you may realize. Second, there are ADA accessible stalls in the bathrooms. Do you happen to know of coworkers with disabilities that use these that you know of? You don't know. And these should be there in any case. Everyone deserves equal access to public restrooms.

Commissioner Fish, I want to personally thank you for all you do for the community and for your continued support for equity in general and the LGBTQ community. Your old boss Barney Frank would be proud. Thank you.

Hales: Thank you.

Fish: Anna, welcome.

Anna Preble: Good afternoon. My name is Anna Preble. Thank you for the opportunity to speak today. I'm here to present a statement on behalf of PHLUSH, an organization devoted to broadening access to public restrooms. We want to begin by thanking Commissioner Fish for the honor to contribute to a vital question facing our city. We believe this resolution is important step forward. Ready access to public restrooms means that Portland will be better known as a city that cares about the health and comfort of every person from all sectors of our city. We want everyone to have adequate access to clean, safe, and private restrooms and not be subjected to physical or emotional stress. An all-gender bathroom policy will bring us closer to a vision of welcoming all members of our community.

Forcing someone to find other means of relief because a public restroom is not available to them is not the sort of welcome or inclusion that we envision. When public restrooms were first designed in this segregated fashion in Victorian England, only English

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males were considered legitimate figures in public life. The restriction that excludes the transgender community operates on the same concept of control and exclusion that discouraged females from participating in public life at that time. We strongly believe that universal and unfettered access to restrooms is the only way to reverse these design flaws in public facilities so that they no longer exclude anyone. It is time.

Not only will this resolution make way for common sense upgrades of direct access or single-user restrooms, it will also address the question of equity in segregated public facilities. Long lines exist at women's restrooms because females require more time to attend to physiological needs. Women frequently have caretaker duties for children, elders, and spouses. Designating spaces as all-gender restrooms also mean that the growing number of men in caretaker roles can find facilities so that they can tend to the needs of their charges with greater ease and comfort.

For these reasons and more, we applaud the initiative to update the signage of single-user or direct access facilities and seek to reexamine the bathroom designs which are intended to serve multiple users. Members of PHLUSH have discussed at great length contemporary segregating public restrooms, and have observed that gender-segregated facilities tend to cultivate different behaviors and interactions. Where men seem secretive or suspicious of interaction in the bathroom, women seem to have allowed for some brief interaction, helpfulness, or even joking exchanges. It seems to us that changing how these spaces are built for the public may introduce greater civility. Behavior could be moderated by simple eye contact and other forms of mutual respect that for now seem largely confined to the female-designated facilities. We hope that this culture of respect can also reduce the problem of bullying currently faced by transgender people. We urge you, our leaders, to move forward with this resolution. It respects differences and diversity. It's likely to make Portlanders more trusting in public encounters. It provides healthier options for everyone who visits, as well as those who work or live in Portland. Thank you very much again.

Hales: Thank you.

Fish: Bob, welcome. Thank you for joining us.

Bob Joondeph: Thank you, Commissioner Fish, and thank you for bringing this measure forward. My name is Bob Joondeph, I'm the Executive Director of Disability Rights Oregon and I've been working on disability rights issues for over 30 years.

At the core of the disability rights movement is an effort to overcome isolation and exclusion from society for people who are identified as having disabilities. As you can imagine, not being able to use a bathroom when you go out is quite a problem for some individuals. You've heard already that there are folks who have attendants who help them with finding toilets, using toilets. Sometimes that person isn't of the same gender. This is just part of life, and when that's part of your need, you need to have it in order to fully function in society. So that's why we're very supportive of this measure, because it will overcome the barrier that continues to exist for reasons that are not necessary. Thank you very much for inviting this testimony.

Hales: Thank you.

Fish: Andrea, welcome. And by the way, welcome to Basic Rights Oregon. We're delighted.

Andrea Zekeis: Thank you, Commissioner Fish. And thank you, Mayor Hales and members of the City Council. My name is Andrea Zekeis, and I'm the policy director for Basic Rights Oregon. Basic Rights Oregon is a statewide advocacy organization for the lesbian, gay, bisexual, transgender, and ally communities. We represent tens of thousands of Oregonians in every corner of the state. Basic Rights Oregon supports the resolution to inventory, reassign, and plan for possible updates to ensure access to gender-neutral

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restrooms within the City of Portland facilities. We want to acknowledge Commissioner Fish and his staff for their leadership on this resolution.

Creating safe, accessible, and affirming bathrooms for all people is an important policy goal that will improve the lives of Portlanders. This resolution is particularly important for Oregon's transgender communities. Transgender and gender nonconforming individuals are far more likely to experience harassment and violence. Regrettably, a good bit of this harassment and violence occurs when transgender people visit public restrooms that create an anxiety for me personally and for many others in our community. As a result, the anxiety associated with daily activities and daily living -- things other people take for granted -- more than 40% of transgender Oregonians will attempt suicide because of this discrimination and lack of acceptance.

Part of our challenge is nine out of 10 people do not know someone who is transgender, and this lack of familiarity creates fear. Transgender people visit public restrooms the same reason as everyone else -- to use it. When we do, we want privacy, dignity, and respect just like everybody else. We can enhance safety and acceptance by creating spaces where all of us regardless of identity, our abilities, of our age are supported and accepted. Basic Rights Oregon strongly encourages the Council to pass this resolution to create gender-neutral bathrooms. Thank you very much.

Fish: Thank you.

Hales: Other testimony that you've invited?

Fish: That's our formal panel. If there are any questions for the panel --

Hales: Questions for these folks? Thank you all very much.

Fish: Thank you. Mayor, we'll see whether anyone has signed up to testify. We also have City staff here to answer any technical questions that the Council may have.

Hales: OK. Questions, concerns? Anyone else want to speak? If not, then I think it's time to take a vote. Roll call on the resolution, please.

Item 1339 Roll.

Novick: I warned Commissioner Fish's office that I could not support this resolution unless the presentation included a clip from one of the unisex bathroom scenes in Ally McBeal. And normally, I keep my word. But the presentations were compelling, the issue is so compelling, I have a transgender family member. I was very touched by the disability community's and others' comments that we have to address the situation where you've got a caretaker and a cared-for person in different genders. I think this is a wonderful step for the City to take. I'm grateful to Commissioner Fish. And I also think it speaks well of the City of Portland and all of our citizens that there's nobody here to protest this. I really -- the fact that there's only positive testimony here today gives me great joy. Aye.

Fritz: Thank you, Commissioner Fish, for bringing this forward. It's in really good time considering the design for the Portland Building is currently in progress. Portland Parks owns dozens of facilities and we have already started looking into how to implement the recommendations here to identify single-use bathrooms and put up signage to where the nearest would be if we don't happen to have one in our facility.

I'm very pleased to see the whereas clause that addresses gender equity in terms of wait times in men's and women's facilities because to be clear to the public, we're not proposing to change from where there are multiple stalls in a bathroom. Those will for now remain single-gender. Again, as we look at the Portland Building remodeling, I hope that -- especially on the floors where we have auditorium and other public gathering facilities -- that we make sure wait times during breaks are similar for all genders. I'm very pleased to support this measure both for gender equity and for people with disabilities and families. Aye.

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Fish: Colleagues, I want to thank you for your support and for the assistance that you have given me and my office in bringing this resolution forward. Commissioner Fritz, thank you for the language changes and additions that you proposed. It made it a better and stronger resolution. I also want to thank the stakeholders and organizations both inside the city and outside of our city for their thoughtful input and for their gentle hand-holding through much of this process. I want to acknowledge again the key stakeholders. Our community partners included the Sexual Minority Youth Resource Center or SMYRC, the Q Center, the Public Hygiene Lets Us Stay Human or PHUSH, Multnomah County Chair Deborah Kafoury and her senior team, and of course Basic Rights Oregon.

I also want to acknowledge the folks within City government who've worked hard to make this day happen. There's a number of people that worked behind the scenes and we're deeply grateful for your assistance. The City Attorney's office -- that's Judy Prosper and Linda Jaw. Thank you, Judy. At Facilities, its Kristin Wells, Betsy Ames, and Bob Kieta. Thank you all very much. And at PBOT, Steve, it's Zan Gibbs, the equity and inclusion manager. So, we are grateful for the service of all those individuals in helping us reach this moment.

There's two people in my office I would like to acknowledge today. The first is Jamie Dunphy. Jamie is here. And Jamie -- who I stole from Senator Merkley's office -- thank you for your good work shepherding this forward and four thoughtful care. I also want to acknowledge my scheduler, Aja Blair, who is currently on sabbatical. He's on a trip of a lifetime studying abroad in India but he first brought this issue to my attention and I'm grateful for his interest and his passion and his advocacy. And I want to acknowledge that he played an indispensable role in having this issue brought forward and I want to thank Aja.

Colleagues, civil right is not a static thing, it's not something you do once and you're done. As public servants, we have to remain humble enough to recognize that we aren't the experts on everything and we have to listen to the voices of those who have a different lived experience. We're taking an affirmative step forward today in being crystal clear about our values. I'm proud of the City for taking this action. And Bob , I'm sorry for leaving out -- Bob Joondeph and the Oregon Law Center for their great work. So, thank you for your support. Today, I'm especially proud to vote aye.

Saltzman: Thank you, Commissioner Fish, for your leadership on this important issue. Very pleased to support it. And I can't help but say you're carrying on a long tradition of Water Bureau Commissioners who care about everything to do with restroom facilities. [laughter] As your predecessor Commissioner Leonard --

Fish: If I could be very clear, though --

Saltzman: I'm voting! [laughter]

*****: Nice! [applause]

Fish: There are no ratepayer dollars that are going into funding the broader implementation strategy -- I just want to make that clear.

Saltzman: [laughs] That's an important disclaimer. I appreciate you carrying on the tradition. And I do appreciate this issue. It's an important issue, and its importance grew upon me just listening to the public testimony. Pleased to support it. Aye.

Hales: Good piece of work. Thank you very much, Commissioner Fish. Aye. Thank you all. We're ahead of schedule so we'll take a half hour break and return at 3:00 for our time certain.

At 2:30 p.m., Council recessed.

At 3:00 p.m., Council reconvened.

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Hales: Good afternoon. The Council will return to business.

Item 1340.

Hales: Commissioner Novick.

Novick: Mayor and colleagues, managing on-street parking is an integral part of how our overall transportation system works. Through this ordinance, PBOT and I are asking Council to approve a meter raise of 40 cents an hour in downtown. This recommendation came from a stakeholder advisory committee, which had representation from businesses, neighborhoods, institutions, and community advocates. When we get a recommendation to raise meter rates from such a broad section of stakeholders, that tells me it's time to act.

While the subcommittee that recommended this increase also encouraged the City to move forward towards a more dynamic performance-based pricing system, we need to increase meter rates now to respond to current conditions. Overall, on-street parking occupancy in the central city during some times of the day have reached a point where meter rate increase is justified at a level of occupancy. In some areas such as around PSU and Old Town/Chinatown, parking reaches more than 95% occupancy. When on-street occupancy reaches a certain threshold, public access to amenities diminishes.

Increasing the price of parking has always been challenging, but it's part of our job. The last time Council increased the rate was in 2009. Since 2009, transit fares have increased three times and Smart Park rates have increased twice. One of the purposes of this rate increase -- as you will hear -- is to restore and appropriate balance between on-street and garage parking. Meanwhile, the on-street system has remained stagnant for six years.

Staff prepared a presentation, and I believe a few committee members are here to testify about the recommendation. Before I turn this over to the PBOT Director Leah Treat, I would like to thank the committee and PBOT staff including Judith Gray, Malisa McCreedy and Kathryn Doherty-Chapman for their work, and Erika Nebel of my staff. Thank you very much. I'll turn it over to Leah.

Leah Treat, Director, Portland Bureau of Transportation: Good afternoon, Council. Thank you so for having us here today. We're here again for a meter rate increase in the downtown. We feel the sense of urgency to act now. In our survey of occupancy rates in the parking meter downtown -- you'll probably see more of in our presentation -- we're competing 85% threshold that we need for businesses.

This is the first ask really for formal outcome of our parking stakeholder advisory committee for the central city. We will be coming in the future for more policy guidance on performance management, congestion pricing, and other innovative tools that we're going to be looking at to manage parking in the downtown.

To echo Commissioner Novick, I also want to thank our advisory committee for working with us on this. The central city stakeholder advisory committee has met for a year. We have put in more than 500 hours and probably eaten 200 boxes of pizza together. In addition to that, several of the committee members agreed to be on a second subcommittee to address the parking in downtown because our data that we were using to guide the policy conversations and the stakeholder advisory committee pointed us in the direction of addressing meter rates downtown.

I have to say, in January when we started this process, this is not where we thought we were going to end up but this is where we found ourselves. I also know that this meter increase is not going to be popular with everyone, but we have used data to make a strong case for this change that will be shown in the presentation. And in 2016, we'll be bringing more innovative tools and ways to address parking and access to business and other amenities in the downtown corridor. With that, I'll turn it over to Judith and Malisa.

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Judith Gray, Portland Bureau of Transportation: Thank you. Thanks a lot for your time today. For the record, I'm Judith Gray, I'm a supervising planner with Bureau of Transportation. With me is Malisa.

Today, I'm going to go over a package of recommendations that came out of the work we've been doing over the past six months especially with this downtown meter rate committee. The one item that will be your action will be an ordinance to increase the hourly rate from \$1.60 to \$2 an hour. The committee specifically asked that we not input that until after the current holiday shopping season, so this would be effective at the end of January.

There are some other operating recommendations that the subcommittee came up with that I'm going to share with you, as well as strategy to deal with some of the concerns about equity impacts that would come about as a result of the new rate increase. Those are other things I'm going to share with you to give a fuller picture but I just want to be clear that there's only the one Council action for this time. I also want to make clear that the meter rate increase would apply only to the downtown meter districts. That's the area shown here in purple. It's the entire area that has meters except for the Lloyd district, and also would not apply to the new meters in Northwest or Central Eastside.

As has been mentioned, this really came out of the policy work that we've been doing. The policy work for both downtown and centers and corridors is looking for guidance to take us into the next 10 or 20 years. We have policy now that's about 20 years old. So, it was in the course of doing technical analysis that we saw that in effect, the parking occupancy was as mentioned up to 90% during peak hour. We took that to the policy -- the larger policy committee and let them know the conditions we saw and that would in fact warrant a change. We asked them if they would like to add it to their current scope of work, form a subcommittee, or just let us take it to another committee outside of that process. They elected to form a subcommittee out of which 12 people volunteered, and I really appreciate that.

Especially given the long reign we've had, I want to recognize that they spent additional evenings with us in June and July in Portland talk about parking in addition to the work they were already doing. So, we have several people who are here to testify. I want to thank them for the time that they spent.

The work that we did and that they considered was guided by our current policy that expresses the purpose and the priority for the on-street parking system. And that is to support the commercial district, support the economic vitality by encouraging parking turnover, improving circulation, encouraging the use of off-street parking, maintaining air quality, and promoting use of alternative modes.

A couple of key metrics we're looking at when we're looking at parking system operations. The first is occupancy. I always refer to 85% as what parking experts -- we find that to be parking nirvana because that's where, if I'm a retailer, I've got a parking system that's very, very active and yet my next customer has a space. When it gets over that level, it means my next customer is driving around looking for a space getting frustrated. And if it's below that level, of course, what we want to maintain the right price.

We also look at duration of stay because as you say, one of the purposes is to encourage turnover. And for the purpose of definition, it's industry standard as well as a City of Portland policy that we define short term stays as stays up to four hours. That's generally what we look to the on-street system to support.

This is the slide that shows the -- this is the takeaway, the main one that signals the need for something. It shows overall occupancy of the on-street parking over the course of a day. The red line is the data that we collected last October. The blue line is the data that was collected back in 2008. It was nearly replicated data. There's a red line across a horizontal says 85% point. So what a parking professional looks at you see, first of all, we

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have two peak periods. That's very, very good. Not every downtown has two peak periods and that's a strong condition. But also, you see there are multiple hours at or above the 85% occupancy level. It's pretty unusual. In fact, I've done parking studies in a lot of places, and it's very unusual to see that many hours over 85%. There is a lot of variability throughout the downtown. There are some places that get up to 95 and higher. So, there's definitely going to be certain areas -- especially around PSU, Old Town/Chinatown -- where it's very, very full.

What it means is not only are people driving around experiencing frustration but it adds to traffic congestion and emissions. It adds conflicts. People who are looking for parking are often very distracted and perhaps frustrated. They are making more turning movements at intersections where there are more pedestrians and more bicycles where we have more vulnerable uses. So it's hard to know exactly how much it is. Donald Shoup has done estimates between 17% and 70% of traffic in typical downtowns may be just people looking for traffic. The overall estimate might be 36%, and I think that is about right for the city Portland just from my own years of observing the conditions and thinking about what that might be. Whether it's 15% or 70%, those trips have no added value. They are only causing impacts on an already congested system. So, anything we can do to try to make it a more predictable, high level of service for the system of on-street parking will be a benefit.

This is a chart showing when the past meter rate changes have occurred in the city. This shows the last one in 2009. Previous to that 2004. 1998. So, it's been a history of pretty infrequent changes but we're at that point where it will be six years or maybe seven years by the time we're implementing this change.

I think in addition to being unresponsive to parking conditions, we're also not keeping up with other prices. As Commissioner Novick already mentioned, we've seen changes in the price for transit fares and also the Smart Park garages. So right now -- this slide says a system out of balance. If you look at the duration of stay, when you get up to three hours -- above two hours, the Smart Park garage is actually a higher price than the on-street system, meaning the value parking -- if you can find it -- is on the street. So that's exactly the opposite of the way we want to be pricing parking.

Novick: Just to underscore that -- in effect, when you have pricing like that, you encourage people to circle around looking for a place to park instead of getting themselves into the garage and off the streets.

Gray: Yep, thank you. I want to move to some of the other operational changes where we saw opportunities to make other improvements. This slide shows the average stay of people when we were doing our data collection in October. The X axis shows one-hour spaces, 90 minute to two hour, three hour, and five hour spaces. The height of the bar indicates how long they stayed. So those first three -- the one hour, 90 minute, and two hour -- their average length of stay was about an hour and a half for each of them. What that showed us is that we're not really doing a good job of matching the customer's needs for what they need for parking. So, this was one of the other operational improvements that the subcommittee is recommending and I know that Malisa and her team in operations are already doing data analysis to make those adjustments.

Another operating change that we saw is in particular in Old Town. There were a lot of concerns from Old Town businesses about the availability of parking for their customers. There's a Smart Park garage there. PDC had done survey in the same time period and had found on the day of the survey, only 2% of the people who were parking were actually customers. Over 60% were employees who were either paying the all-day rate or had a monthly pass. So what the blue square shows is that at 9:30 in the morning, the Smart Park garage is basically full. The red line shows it gets even higher. The curved line is how

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far it was over the course of the day. So really when customers are starting to arrive around 11:00 or so, that parking was not available. One of the operational changes that the operations group was able to make is to adjust the price of the all-day stay to try to open up some of that capacity for customer parking. So, these are two of the near term operational adjustments that the subcommittee requested.

Here's a summary. The primary recommendation of the meter rate increase to \$2 an hour implemented after the holiday shopping season. Under the secondary recommendations -- and again, these are not things that require your action right now -- every single member of the advisory committee on the meter rate wanted to say that they supported -- they didn't want to use this approach again. They wanted to go to a data-driven approach where we would understand what a performance metric is, what it means when our system is operating well so that we can be more responsive to conditions as they change and so that we can be more nimble about different areas. So, they all wanted to include that in their recommendation as a statement. It's something we'll be coming back to you with in 2016. In addition, the secondary recommendations were to adjust time limits and deal with the Old Town Smart Park capacity.

The next topic of concern was raised by one of the subcommittee representative members from SEIU and also came up here at our Council work session. That had to deal with potential impacts of increasing the parking price for people working -- in particular, people who are working in the evenings who earn lower wages and would have to pay that higher increment for their evening parking stay. So, when we had some -- we can understand in concept what the issue is and so we needed to get some more information about how big of a problem is this, how big this is population that's going to be affected, and is there a way that we can provide an alternative to mitigate that impact?

We were able to do some additional data collection in the field. I think there were about three or four nights doing some surveys between 4:00 p.m. and 7:00 p.m. on-street, as people were parking, stopping and asking a short survey about the purpose of their trip. What we found was that about 25% of the people parking were coming to work. But many of those were coming for various professional services positions, so that's really not the population that was of concern. 2% of the people we surveyed were coming for work in janitorial industry. 6% were in food and beverage service. And we do have a 2% category of "other" which could be downtown retail that works later evenings. So, it's relatively small percentage.

I think it was important -- and one of the things we weren't intending to look for but was revealed was that people who did the surveys found it was harder to get surveys after 6:00 because the parking was so full. It was harder to find a space and there was nobody to survey. That underscores the need. One of the issues, which is if we're not effectively pricing the on-street system, nobody is being well served by it.

In looking for an alternative to help mitigate that impact, we do think that Smart Park is a low cost alternative. Smart Park garages have a flat rate from 5:00 p.m. to 5:00 a.m., it's \$5 in all of the garages. The exception is in Old Town, it's \$6 on weekend. That's a flat rate. We do have capacity numbers for the Smart Park garages and that blue curved line shows how full it is currently over the course of the day. And when it starts to decline, right about where that gold triangle starts, it's about 3:30 in the afternoon. The purpose of that is to simply confirm that there is available capacity in the Smart Park garages to provide an alternative.

We are currently working on developing -- this was at the request of Commissioner Novick, it did come up at our work session -- to develop reduced price pass to use at Smart Parks specifically for low wage earners who work evening shifts. We've had one meeting with SEIU specifically about working to identify appropriate parameters of such a

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program, and that's been really positive, I think. We have had the suggestion about one downtown employer. It's something we're currently developing, but we have really good indications that we'll be able to develop something.

Saltzman: So -- that last point -- you're talking about somebody has to demonstrate they're earning a certain hourly wage to park in the garage? That's kind of embarrassing, isn't it?

Gray: That's one of the things we're going to work with SEIU because we don't want to be in the business of checking people's wages. That's not the kind of work we want to do.

Saltzman: Alright.

Gray: So what we want to do is we want to work with the employer groups, or SEIU -- we want to identify the eligible groups, but then the way to demonstrate eligibility that would not include that. So, that's what we expect we will be looking for institutional partners, employers perhaps, who could help make that available.

Saltzman: And SEIU 49 -- I mean, they're a great union, but most of these people we're talking about -- the service workers -- don't belong to unions. So why is SEIU 49 sort of the definitive voice on this?

Gray: Oh, they're not. But SEIU 49 was represented on our committee and raised this issue, so we are very open to other organizations that can help us. Commissioner Fritz suggested the downtown Target might be a good organization. They might have employees who would be eligible who would be suitable. If we can find those kinds of organizations, we're going to be --

Saltzman: And I take that back. I guess for janitorial, 49 probably represents a lot of them. What I'm thinking of is people who work in the bars and restaurants. They're probably not represented.

Gray: And we do want to be in partnership with organizations to help us, and so we're very interested and open to hearing suggestions about that. We are in transportation. We don't want to be checking people's income statements or hours that they're working. We're looking to find another way, a proxy that we can use to establish eligibility and demonstrate that. So that's something -- we actually have had some promising conversations with SEIU about ways to do that. We plan on working through that in January and February. Do you want to add anything?

Malisa McCreedy, Portland Bureau of Transportation: I was just going to add that when we met with SEIU, they have a number of partners that they are also pulling into the conversation so we can come up with suggestions on how to move forward with such a program.

Fritz: You might contact UNITE HERE too. They organized the hotel workers. Local 9.

McCreedy: Thank you.

Hales: They're hotel and restaurant employees, basically.

Gray: Thank you. That's it, so we're open for any questions.

Saltzman: So, you mentioned as a secondary thing you're going to look at is adjusting the hours of the meters?

Gray: The time limits.

Saltzman: Yeah, sorry -- time limits. I noticed in the graph you showed that it shows that most people -- not most, but a lot of people parking in the one-hour meters are actually staying an hour and 24 minutes. Does that mean we are going to adjust those upward?

McCreedy: We're in the process of that now. We gathered occupancy data and we're starting to roll it out.

Saltzman: OK.

Fritz: What's the process for adjusting the Smark Park prices?

McCreedy: For the all day rate?

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Fritz: Yes.

McCreedy: The Director has the authority to do that. And we have done that historically as needed based on market demand as well as occupancy data.

Fritz: Does the Council approve that in the budget?

Treat: I believe it does come forward in our fee schedule, yes. Our Smart Park rates would be lumped into our fee schedule.

Fritz: Right. I'm a little concerned about the issue of that one garage that we know a lot of employees are parking in. Again, there's the issue of what kind of employees are they and whether they actually need to be able to park downtown and just whether raising the rate actually just raises the revenue and won't impact whether employees park there if they have to park there because they can't get to their job on transit is at 5:00 in the morning or whatever it might be. We're not necessarily going to solve the problem, we might make it harder for those low income employees.

Hales: Other questions? Thank you all very much. Do you have invited testimony, Commissioner? Come on up.

Tony Jordan: Hello. Mayor Hales, Commissioners, thank you. Commissioner Novick, thank you for inviting in me to speak. My name is Tony Jordan. I was a member of the meter rate adjustment committee and the central city parking policy stakeholder advisory committee and a centers and corridors stakeholder advisory committee as a citizen at large.

Downtown meter rate increase of at least 40 cents is justified by the data collected and supports the state goals of the City. Your staff at PBOT has done an excellent job presenting the reasoning behind this recommendation, so I won't spend much time repeating what they've said, but I provide a bit of personal testimony and propose a use for the additional revenue.

I want to highlight a particular inequity within our current pricing. Simply put, the cost of transit relative to driving is out of balance. The presented materials state that the cost of a round trip fare for one person is comparable to the cost of a three-hour stay at an on-street parking meter. This is a generous comparison. Riding the bus is less convenient than driving. A person driving five miles to downtown for a three-hour mid-day stay will leave when they want, park near their destination, and return when they're ready and pay \$4.80. If they're traveling at night, they may find free parking after enforcement has ended and pay no additional fees. Additionally, that person may bring family or friends for no additional cost. A person taking the bus or MAX will need to leave on TriMet schedule, will likely walk farther to their destination, and will pay \$5 for the same trip. If that person is travelling with family or friends, the cost quickly multiplies, and no economic rational group would choose TriMet over personal vehicles. But not everyone can drive a car and many prefer not to for medical, personal, financial or environmental reasons. If the city truly wishes to meet its long term mode split goals, the cost of riding the bus should be cheaper than the cost of driving. A combination of lower transit fares and higher parking fees is likely to accelerate the desired shifts in the mode of travel.

Finally, this is surely only a stop gap solution to managing our parking supply. The procedure for changing meter rates is needlessly onerous and inappropriately inflexible for the management of one of the City's most valuable assets. I urge you to as fast as possible direct the very capable staff at PBOT to develop a performance parking management policy to allow them the authority -- within parameters as you see fit -- to adjust pricing and hours of enforcement to achieve an equitable and efficient parking system. In some areas of the central city, a 40 cent increase may be too much. In other areas, it will be too little. In entertainment districts, ending enforcement at 7:00 p.m. most nights is clearly not working, as evidenced by the graph that we saw. I suggest that some

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of the revenue be used to fund pilot programs in the downtown. Allow Director Treat to adjust the pricing and hours of enforcement in the areas that are most acutely congested and those with the most vacancies. Most importantly, collect data. A small amount of experimentation will provide invaluable information that will inform the next policy proposal. The remaining new revenue will be well spent on a discounted transit pass program for low wage workers who have to commute to the city center. Thank you.

Hales: Thank you. Welcome.

Mujtaba Ali: Good afternoon, Commissioners, Mayor. My name is Mujtaba Ali, I'm the regional manager for SB Plus. I was a member of the stakeholder advisory committee and the subcommittee. One of our contracts that we manage is the City of Portland Smart Park garages. And as the operator, I wanted to explain how there's a relationship between the on-street rates and how it affects management of your off-street parking inventory.

The garages were designed for the same purpose as the on-street parking system for short-term visitor parking, but even in that realm of short-term parking there's a differentiation between shortest short-term stays and longer short-term stays. Shorter short-term stay may be a quick visit to a store or a short appointment, a drop off or pick up, or even a quick bite to eat or takeout. But a longer short-term may be coming downtown to see a show or movie, to spend the evening out dining, or maybe you're visiting from out of town and you're staying at a local hotel and need to park your vehicle. Given that in mind -- and it's also reflected in how parking is sold in the garages. We sell parking by the hour. On-street you can buy it in 15 or 30-minute increments.

Ideally, people would self-select based on their duration of stay, but given that pricing is equal and actually after the second hour it's less expensive on street, people will choose not only the most convenient but the least expensive option. Raising the meter rate would bring back balance the dynamic between on-street and off-street parking and provide incentives for people who have these longer short-term stays to park in the off-street system, and that would open up inventory on-street for people who really need those spaces. Thank you.

Hales: Thank you. Welcome.

Reza Farhoodi: Good afternoon, Mayor Hales and Commissioners. My name is Reza Farhoodi and I served on the central city parking committee and the meter rate subcommittee on behalf of the Pearl District Neighborhood Association. Our neighborhood supports this increase for all the reasons that the City staff has provided. We think that encouraging turnover does a good job of reducing congestion and reducing emissions, and we hope this is a first step towards a comprehensive performance parking program where we can sort of set rates in response to local demand. There are areas of our neighborhood closer to Burnside, the southern half, that have a lot more restaurants and night life destinations, and so that higher activity should in response have higher rates than the north part of the neighborhood that has less development as of now.

Just wanted to say something briefly. I'm piggybacking on what Mr. Jordan was saying from a personal perspective, I work in the Central Eastside. I don't drive to work. I either bike or take streetcar. But if I wanted to come here for this testimony, it'd be cheaper for me to drive because it would have cost me \$1.60 to park here for the hour to provide this testimony than to pay \$2.50 for a two and half hour TriMet pass. And so I believe that in no circumstance should parking ever be cheaper than the transit fare. I personally wish that we would have gone even higher, but this is a good step for now. Thank you.

Hales: Thank you all. Questions? Thanks very much. Appreciate your willingness to serve on that long-term effort.

Ben Schonberger: Commissioners, thank you. I'm Ben Schonberger, I'm with the group Housing Land Advocates. We're a nonprofit that promotes land use policies especially as it

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related to encouraging affordable housing. I also served on the committee, both the larger committee and the subcommittee, and we have strong support for the current proposal because we think the prices for parking are out of whack both at the levels of demand that are being shown on the streets right now and with the other alternatives available to people to get downtown. It's logical and reasonable in the face of this evidence to increase the prices.

From an equity stand point, which we've talked about a little bit, keeping parking prices at the street artificially low is not a great policy response to the challenges faced by low income people. The PBOT survey that they did in response shows that it's actually a small minority of street parkers that are classified as service workers that would benefit the most from this. Generally speaking, wealthier people drive more and own more cars than poor people, and nationally speaking, poor households are five times more likely to lack access to a car than households across all income levels. So, giving away something that wealthier people do more and use more than poor people is a lousy way to address equity. More targeted interventions the Council could take would have a lot more effect and leave less money on the table.

So big picture, the committee felt strongly that parking policy, as we've said, is secondary recommendation, should be driven by direct observation, and by supply and demand and not anecdotes, and the group uniformly supported performance-based management. That policy decisions should be driven by data and not by politics. So, in short, we urge the support of the recommendation of the subcommittee. Thanks very much.

Hales: Thank you. Who'd like to be next?

Nicole Knudsen: Good afternoon, Mayor Hales and Commissioners. My name is Nicole Knudsen and I'm a strategic researcher for the Service Employees International Union Local 49. I am here today on behalf of our over 11,000 members to voice some concerns that we have about this proposed increase.

We understand the data that's been presented that supports the need for a meter rate increase, but we are concerned about the disproportionate impact that it will have on the low wage workers in the downtown core. Many of these workers have been pushed farther out from where they were due to the lack of affordable housing, and for a lot of these workers, a 40-cent an hour increase is a huge percentage of their hourly wage. And we do understand that on-street parking is not intended to be a workforce parking, but a lot of these workers -- public transportation is not a practical option. Some of these workers work multiple jobs with very little time between these jobs for taking public transportation. Some of these workers experience disabilities, and despite accessibility accommodations, it's still very difficult for them to take public transportation. And finally, some of these workers -- their working hours are outside of TriMet service hours. They're getting off when there just is no public transportation option.

Despite these concerns, we do appreciate the opportunity to work with Commissioner Novick's office and with PBOT on coming up with some solutions that will mitigate the impact of this increase on some of our downtown workers -- the most vulnerable workers. Thank you.

Hales: Thank you.

Bob Buchanan: Mayor Hales, Commissioners, good afternoon. My name is Bob Buchanan, I'm represented on both the central city parking advisory committee as well as the subcommittee. Represented Portland Business Alliance as well as Pioneer Place, Pioneer Tower. I am here to testify in support of on-street parking meter increases being proposed. And I can attest to the 200 boxes of pizza -- I was 75 pounds lighter when we started this a year ago, so thank you for that.

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It's vital that the City provides on-street parking that is available to our customers at a reasonable price and for a reasonable length of time when balancing the need to encourage parking turnover. To help educate the committee of current market conditions, as you've heard, the Portland Bureau of Transportation conducted on-street surveys in late 2014 which did in fact show that on-street parking occupancy rates were alarmingly high, and ultimately signaling the need to spur higher turnover on the street. Parking experts now know that 85% seems to be kind of that sweet spot where they would like to believe that that's -- and I agree -- that that's where you need to begin to take a look at those occupancy rates and strike a balance between supply and demand. And that's why I'm here. As I said, I'm here to testify in support of an increase from \$1.60 to \$2 per hour for on-street parking, which will once again make us more efficient and preclude one of those pinch points that we experience in downtown as a deterrent for people to come here and do their trading as opposed to elsewhere outside of the city of Portland.

Additionally, the committee looked at the length of stay and found that most people who parked downtown stayed an average of 90 minutes. 18% of the parkers stayed longer than the posted time limits. And although there is a case to be had for the additional fees associated with parking fines, I think the alternative to bump those times is a better alternative -- again, to take away that irritant, those pinch points that discourage people from coming downtown. Given this information, the subcommittee made the recommendation to convert some of the one-hour spaces to 90 minutes to ensure parkers would have sufficient time to accomplish their errands.

Parking increases are certainly never good news for clients downtown, but it makes good sense to increase them from time to time for just that reason, and that is to better create a positive environment on the street. Downtown retail community will certainly continue to do our part to educate our customers about the many transportation options available to them and will encourage the customers to park in the Smart Park garages, of course, which have the lowest short-term rates as we know in downtown. More than 200 of our businesses downtown actually validate the parking based on the purchase -- qualifying purchases -- and we will continue and would like to continue our partnership with the City of Portland in that respect.

As a brief deviation here, I'd like to say that as the general manager of Pioneer Place and Pioneer Tower, I would encourage Council to continue to seek opportunities to provide funding for programs such as the downtown marketing initiative. All that we can do as retailers and as business owners in downtown to encourage customers now coming downtown is important, but we also need to get the word out -- the good news that is downtown Portland. And that's going to require some revenue or some funding, and so I would encourage the Council to do just that.

Again, as a member of the policy stakeholder -- and one other thought, particularly - - I'm encouraged that PBOT as a secondary portion of this is looking into some alternatives for the lower income workers in downtown Portland. As alternatives at Pioneer Tower, for example, for our workers that work overnight, we provide parking for them. It's on a limited basis, it's in our garage, but we provide it for them at no charge. But the point is that there's a lot of empty garages and a lot of people working, and it seems that while you certainly don't want to dig into an individual's personal finances, working with organizations like SEIU, various employers outside of and beyond the hotel and restaurant industry I think is going to be very important. And there should be a menu of services that we provide the businesses in downtown Portland to keep it vital and to keep downtown successful.

Last but not least, I'd like to say thank you to the PBOT staff. They were wonderful to work with despite the fact that I now have to attend a fat farm. But I appreciate their hard

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work and their efforts. They were very professional, very thoughtful. It's very encouraging to work with individuals of their caliber and I'm grateful for that opportunity to serve. Thank you.

Hales: Thank you.

Fritz: So as the manager of Pioneer Place where presumably some of the retail workers there are fairly low income, could you envision a way to have an employer benefit to get these passes to park at a reduced rate that your businesses would be able to participate in?

Buchanan: We could certainly facilitate the conversation. And of course, with this energy associated with having 100-plus retailers under one roof and having access to all of those employers, there's definitely ways I think that we could facilitate getting the word out, if you will, without causing any sort of embarrassment or compromise on the part of the individuals that would want to take advantage of the program.

Fritz: And that would be something that you could help the employers provide as a benefit, which might be an incentive to the worker to choose to work at that location, rather than where they would get free parking.

Buchanan: Absolutely. Because of course, that's one of the issues that we have -- we have lower income wages at Pioneer Place, and there are alternatives all over the city and the suburbs for the same type of employment. And so to attract that worker, that good quality worker we want to attract, we need to be able to do those such things. So, I would definitely want to participate.

Fritz: Great, thank you very much.

Hales: Other questions? Thank you all. Others, Steve, that you have on the list?

Novick: I don't think that I have other invited testimony.

Hales: And some others that have signed up to speak or plan to, come on up, please.

Kraig Buesch: Good afternoon, Mayor.

Hales: Good afternoon.

Buesch: Commissioners, my name is Kraig Buesch. I'm the manager of Starbucks at SW 9th and Taylor and the chair of the downtown retail Council which is through the Portland Business Alliance. I'm here to testify in support of the on-street parking meter increase being proposed.

We've worked very hard downtown to ensure our retail environment is healthy and thriving. Over the last six years, the Portland Business Alliance, Downtown Clean and Safe, Portland Development Commission, Travel Portland, and private property owners have been working hard to revitalize the retail landscape in the central city through a series of projects including targeted retail recruitment, expanded marketing programs, and physical improvements and district branding along the Pioneer district. Thanks to these collective efforts and the improvement in the economy and downtown retail vacancy rate has held steady at 5% for the last three years, down from a high of 12% during the recession. We've added more than 100 new retailers and restaurants over the past five years. These new businesses bring increased demand for short-term parking while we continue to promote City-owned Smart Park garages, the best low cost option for the retail customer's downtown, on-street parking plays an important role in the parking options available to the customers.

It's important that we strike the right balance between ensuring that we have on street parking available to the customers at a reasonable price but that still encourages parking turnover and revenue generation for the city. Recent surveys conducted by the Portland Bureau of Transportation show that on-street parking occupancy rate near 95% at peak periods signal a need for increase in rates to spur higher turnover on the street. At our November downtown retail council meeting, representatives from PBOT presented the

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rationale behind the proposed parking meter increase, and we voted to approve the proposed increase from \$1.60 to \$2 per hour downtown with the understanding that two conditions were met. One, that Smart Park rates would remain static beginning at \$1.60 per hour and will always be a lower price short-term parking option than on-street parking, and second, that the city would continue to fund the downtown marketing program to promote Smart Park garages and hundreds of small businesses downtown. Again, we support the proposed on-street parking meter increase with the understanding these conditions are met.

Finally, we appreciate PBOT for holding off on any proposed increase to parking until after this holiday season. Anecdotally, I would like to also say out that my staff of 10 people, seven out of the ten would be considered low wage earners, and none of the 10 park cars downtown. Thank you for taking these actions to support our retail businesses.

Fritz: What hours is your business open?

Buesch: We are there from 4:30 a.m. until 7:45 p.m. If you're interested, a couple things that Starbucks offers is -- we're testing in other cities and are interested in bringing to Portland partnering with services like Lyft and Uber to provide early hour and late hour transportation at a discounted or free rate for our employees. We also subsidize -- if you buy a parking pass or if you buy a public transit pass, we have a program where you can get pretax dollars taken out of your pay statement to buy it at a lower rate.

Fritz: How do you 4:00 a.m. workers get there?

Buesch: They bike or they walk.

Fritz: And then I have a question about the downtown marketing program. Do you know what the current level of funding for that is?

Buesch: I don't know it off the top of my head.

Fritz: 500,000? OK. Because I know that that was a discussion back in 2009 was a condition of the support from the Business Alliance for that program. So I just wanted you to see, if it's about 500,000 and the increased revenue is four million, that's a pretty good trade-off. Thank you very much.

Novick: Mr. Buesch, I just have to tell you your location is where I hold all my secret meetings.

Buesch: I know that.

Novick: It's a convenient downtown location but people don't necessarily expect to see me there. So, thanks for being there.

Hales: "Was" a secret location. Anyone else that would like to speak on this item? If not, and if there are not any closing comments from Commissioner Novick, this will come back for second reading next week. Commend everyone for obviously good process -- two weeks. Come back on the morning of the 30th for a second reading. Commend everybody for a good effort in getting to consensus on the change.

Novick: Thank you all so much.

Hales: Well done. We are adjourned.

At 3:46 p.m., Council adjourned