

1-The next Portland City Council will be unlike any that we've ever experienced in the past. How should the Council operate, and what will the Council need to accomplish in the next two years to make the new form of government as effective and respected as it can be?

While I hear many people say the new City Council will be chaotic, it doesn't have to be. The new system allows us to reset priorities, set sound policies, and take bold actions. With so many candidates across the districts, the good news is that we are talking to each other within and across the districts. Some candidates even donate to each other to help them get small donor funding qualifications. We all have a common interest: our love for the city and making it thrive again. We are listening to each other and sharing ideas, which bodes well for establishing a City Council whose members will listen to each other and work together even if they disagree on some things, which they inevitably will.

To succeed, we will need to establish a committee structure across the districts where much of the legwork on specific topics can be done and brought to the full council. These committees will need to be determined by the full council, and, if possible, that conversation should begin during the transition period from election day to January 1<sup>st</sup>. It could be a structure that aligns with the newly formed six service areas on the administrative side of the new government and/or for other specific topics, such as the Critical Energy Infrastructure Hub, which needs to be addressed. The composition of each committee should include a counselor from each district along with others as may be needed to provide expertise on topics being discussed. We want to be sure that each district does not become insular by thinking only about issues in their district but also holistically about the entire city. We do not want a return to silos.

Additionally, within each district, the three counselors will need to determine their responsibilities to be efficient and avoid overlap and confusion amongst constituents. We should establish guidelines about appropriate response times to constituents and those who might respond to different issues. Within each district, counselors should meet regularly to ensure they are aligned with each other on the process and find common ground on issues that arise.

The City Council should establish a protocol for engagement and coordination with the mayor, the administrative side of the new government, and the county. Again, this can be done with committees acting as liaisons to the other government entities.

At the end of two years, and hopefully before, the establishment of protocols as described above, as well as others that will evolve as the new government gets to work, the City Council will have to show that it can work together to solve our problems, be efficient, spend our money wisely and show positive results. Ultimately, we need to build back trust and confidence that our city government can function and be the city that works for everyone.

2-Current City Council members have suggested relaxing environmental and natural resource regulations to address the housing crisis. What is your perspective on this issue? What is your top natural resource and environmental priority?

I do not believe that relaxing environmental and resource regulations will incentivize the housing development community to invest in Portland; therefore, we should not further harm our environment in the long term for a short-term goal that will not be achieved by that method. Other reasons hold back housing development, which includes the current state of Portland's homeless and public safety crisis, high interest rates, the high cost of insurance, the high cost of materials and labor, and the onerous permitting and approval process (although much work is in process to streamline that).

My highest environmental priority in Portland is to address the risks associated with the Critical Energy Infrastructure Hub (CEI) affecting our natural resources and the environment. Following is a further description as I described in a recent campaign newsletter:

### **The Danger in Plain Sight**

Along the Willamette River in the Northwest Portland Linnton neighborhood lurks a danger that very few know. This area is known as the Critical Energy Infrastructure (CEI) Hub. Driving along Route 30, we can see a wide swath of some 530 fossil fuel tanks - many of which are old - that sit on liquefiable soil. They pose a grave threat to the immediate community and all of Portland in the event of an earthquake or lightning strikes, flooding, derailments, or equipment failures with the potential of fires and the release of toxic substances into the soil, the air, and the river.

These facilities store 90% of Oregon's liquid fuel and 100% of the aviation fuel serving PDX Airport, totaling hundreds of million gallons. These tanks, some 140 of which now sit empty and have possibly leaked toxic substances into the soil, do not meet seismic standards. On a recent walking tour of the area, the smell of fuel and chemicals in the air was palpable. A catastrophic event at the CEI Hub would have dire consequences for our environment and communities across the city. With all our fuel stored in one location, imagine the chaos if fuel became unavailable. We should be doing all we can to transition from fossil fuels to renewable energy, but these fossil fuels are still with us, and we must be aware of the dangers.

As one of many candidates for City Council, a community group known as Tank the Tanks has been educating us and the general public on the risks of the CEI Hub and advocating for safety measures to mitigate those risks. This is a complex issue with many overlapping jurisdictions and responsibilities, of which the city is one. As potential City Councilors, it is important to be educated on the topic and to have substantive conversations about the city's role and what actions the city can take.

There is far more information than I've outlined here, but my purpose is to raise awareness about the issue. For those wanting to know more, I suggest you visit [www.tankthetanks.org](http://www.tankthetanks.org).

I want to thank the community members at Tank the Tanks for educating the candidates and many others across our city.

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3-Vehicles are Portland's largest source of emissions and continue to climb. For example, a number of cities have restricted downtown vehicle use. How should Council address this issue?

As a sometime bike rider and as one who also occasionally drives an automobile, I appreciate the creation of a network of roads and trails for bicycles, which makes me feel far safer and helps encourage people to bike rather than drive. We should continue to build out our bicycle infrastructure. Still, we must also remember that there are those, including our senior citizens, who need cars to pick up grandchildren from school or activities, do heavy grocery shopping, get to medical appointments, and other needs, so cars will always be needed.

To help reduce emissions, the City Council should urgently electrify its own vehicle fleet, build a network of charging stations, and encourage Portlanders to switch to electric vehicles. While we might try to restrict vehicles from certain parts of downtown and encourage greater use of public transportation, the vehicles will still not go away. I hear many say they will not take public transportation because it feels unsafe. Improving public safety across the city will help get people out of their cars and on public transportation.

In addition to personal and other vehicles, there are sources of toxic emissions from gas leaf blowers, other lawn equipment, non-regulated diesel trucks, and construction equipment. The city recently passed an ordinance to ban gas leaf blowers and transition to electric, which I worked on for seven years. Unfortunately, this ordinance doesn't fully kick in till 2028, but the City Council must help ensure that it does kick in and is fully enforced. City Council should also look to expand the ban to all lawn equipment. I don't think City Council can do much to control the diesel particulates that emanate from trucks and construction equipment. Still, it should support efforts at the state level by organizations such as Neighbors for Clean Air.

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4-There are a number of new and recently built market rate apartment buildings listed for sale for under \$250,000 per unit. The Portland Housing Bureau is financing a number of affordable housing projects that are costing more than \$500,000 per unit. There are some extra costs associated with affordable housing financing and with building more 2BR and 3BR units, but not nearly enough to explain the difference.

What specifically would you do to more effectively use our limited resources for affordable housing?

We traditionally build affordable apartments with full kitchens, which significantly costs a project. We can design housing with communal kitchens and other communal areas, which saves costs and can help build community within an apartment building.

I suggest that we also review the sizes of apartments, and if we can reduce the size even minimally, we can get more units into the square footage of a building. As mentioned above, streamlining the onerous permitting process and reducing fees will also help get buildings out of the ground faster. Reducing the time lag from permitting to construction start also helps reduce the project's carrying costs. We can also increase housing stock by encouraging the building of ADU's with an expedited permitting process and reduced fees.

We also need to look at innovative solutions to affordable housing, such as Home Share Oregon, of which I am the founding Co-chair. There is an inventory of some 1.5 million spare rooms across the state. By connecting homeowners, who are often mortgage-burdened and living on social security, to low-income workers seeking affordable housing and often a paycheck away from homelessness, we help house people at a considerably lower rental rate, which can happen immediately. There should be more public funding to support this effort which helps to alleviate the housing crisis while it takes considerable time and cost to build new.

Additionally, in the early 1970s, there was a national movement to develop manufactured housing through Operation Breakthrough. Although manufactured housing has had its ups and downs over the years, there have been many technological innovations since the 1970s. Although a longer-term solution to help mitigate our affordable housing crisis, we should explore the feasibility of encouraging this type of housing in Portland.

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5-Ireland used Citizen Assemblies to deal with difficult issues such as Abortion. Please watch this two minute video and let us know if you think Citizen Assemblies could help Portland come together

<https://www.youtube.com/watch?v=dKSgPtnN0s0>

In my experience, there have been and are many efforts by people across Portland to gather together community groups to engage in issues around particular topics. Often, different groups across parts of the city are working on the same topic but are themselves siloed, much like our government has been. I have, on some occasions, tried to consolidate some groups, but it is very difficult to accomplish and often frustrating to keep going. I would very much favor establishing Citizen Assemblies, which would require highly organized efforts that could be led by a City Council initiative. It would have to be carefully constructed with a clear mission, clearly defined goals, and measurements of outcomes, and it must encompass as diverse a group as possible to be successful.

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## 6-What is another City doing that Portland should replicate?

Arts and culture speak to the heart and soul of a city and are a critical component to activating downtown and building back a thriving and vibrant city. The City of Cleveland, Ohio, with a population under 400,000, developed a strategic plan for its downtown revival, which included the arts as a major factor, as outlined below. Recent reports have described how successfully this has brought people downtown and created a vibrant atmosphere. We have great opportunities to do the same. To do so, we must support our arts and culture organizations, both large and small, and support projects such as the New Keller Auditorium and the James Beard Market. The public and private sectors need to be partners in rethinking how to utilize our empty storefronts and dead spaces.

### **The Plan**

**• • • • *Activate Downtown's public spaces with ongoing programming and amenities that improve Downtown's quality of life and showcase Cleveland's diversity and distinctiveness.***

- Focus on producing and marketing ongoing, culturally relevant, and properly scaled activation and programming.
  - Transition Downtown Cleveland, Inc.'s large-scale event production role toward more regular, properly scaled public space activations.
  - Design and install public realm enhancements that create inviting and unique places in Downtown Cleveland.
  - Find new ways to activate Downtown green spaces, streets, and public squares, including the integration of public art.
  - Cultivate key partnerships with museums, cultural institutions, designers, and creatives to identify new place enhancement opportunities in the district.
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