

PORTLAND CITY COUNCIL AGENDA
City Hall - 1221 SW Fourth Avenue
WEDNESDAY, 9:30 AM, JULY 22, 2020

Disposition:

Please note, City Hall is closed to the public due to the COVID-19 Pandemic.

Under Portland City Code and state law, the City Council is holding this meeting electronically. All members of council are attending remotely by video and teleconference, and the City has made several avenues available for the public to listen to the audio broadcast of this meeting.

The meeting is available to the public on the City's YouTube Channel, eGov PDX, www.portlandoregon.gov/video and Channel 30. The public can also provide written testimony to Council by emailing the Council Clerk at cctestimony@portlandoregon.gov.

The Council is taking these steps as a result of the COVID-19 pandemic and the need to limit in-person contact and promote social distancing. The pandemic is an emergency that threatens the public health, safety and welfare which requires us to meet remotely by electronic communications. Thank you all for your patience, flexibility and understanding as we manage through this difficult situation to do the City's business.

Provide Public Testimony: City Council will hear public testimony on resolutions and ordinances (first readings only). Public testimony will be heard by electronic communication (internet connection or telephone). Please identify the agenda item(s) you want to testify on, and then visit the Council Clerk's agenda webpage to register, www.portlandoregon.gov/auditor/councilagenda. Provide your name, agenda item number(s), zip code, phone number and email address. Individuals have three minutes to testify unless otherwise stated at the meeting. Testimony is not taken on communications, reports, second readings, proclamations or presentations in accordance with Code 3.02.040 F. and G. **The deadline to sign up for the July 22, 2020 Council meetings is Tuesday, July 21, 2020 at 4:00 p.m.**

Email the Council Clerk at cctestimony@portlandoregon.gov with any questions.

TIMES CERTAIN

JULY 22, 2020

<p>*589 TIME CERTAIN: 9:45 AM – Authorize grant agreement with Causa of Oregon for the Oregon Worker Relief Fund in amount of \$250,000 (Ordinance introduced by Commissioner Eudaly) 20 minutes requested</p>	<p>The ordinance authorizes a grant agreement with Causa for an amount not to exceed \$250,000 to support the Oregon Worker Relief Fund, which provides direct financial support to Oregonians ineligible for unemployment insurance or federal stimulus relief due to their immigration status. Council approved a carryover from the Office of Community & Civic Life's FY 2019-20 budget for this purpose, and these funds are available in the bureau's FY 2020-21 budget. If approved, these funds will add to an estimated \$21.3 million contributed so far by the Oregon legislature and regional philanthropic partners.</p>
<p>*590 TIME CERTAIN: 10:05 AM – Authorize contract with Lyft, Inc. to operate, procure and install system components of a bike share system in an amount not to exceed \$11,300,000 (Ordinance introduced by Commissioner Eudaly) 45 minutes for 590-591</p>	<p>See below.</p>

<p>*591 Authorize agreement with Nike, Inc. to extend its sponsorship of Portland’s bike share system (Ordinance introduced by Commissioner Eudaly)</p>	<p>This ordinance renews and extends the City’s current agreement with Nike for sponsorship of the BikeTown bikeshare system. The City initially partnered with Nike, a founding partner and title sponsor for BikeTown, in 2015. Under that agreement, Nike paid \$10 million over five years in sponsorship support invested into capital and operations, with daily operations of the bikeshare system managed by Motivate.</p> <p>The current agreement extends the sponsorship through September 2025. Under the terms of the agreement, Nike will continue to pay \$2 million annually (\$10 million over five years) to support bike share operations. Combined with user fees/memberships, this contribution supports the costs of operations (managed by Lyft over the new five year term).</p>
<p align="center">CONSENT AGENDA – NO DISCUSSION</p> <p align="center">Mayor Ted Wheeler</p> <p align="center">Portland Parks & Recreation</p> <p>*592 Accept and appropriate a grant in the amount of \$107,000 from the United States Fish and Wildlife Service – Oregon Fish and Wildlife Office for Portland Parks & Recreation Environmental Education Programs (Ordinance)</p>	<p>This ordinance increases the FY 2020-21 Portland Parks & Recreation budget by \$107,000 to fund Environmental Education programming. This programming represents an expansion of services and thus generates no General Fund savings for the Parks Bureau, as it would not have happened without the grant funding.</p>
<p align="center">Commissioner Chloe Eudaly</p> <p align="center">Bureau of Transportation</p>	

<p>*593 Authorize a competitive solicitation for Parking Garage Management Services for the SmartPark Garages for five years (Ordinance)</p>	<p>See below.</p>
<p>594 Authorize a Subrecipient Grant Agreement to Oregon Walks in the amount of \$33,000, Community Cycling Center in the amount of \$30,000, OPAL in the amount of \$24,000, and Portland Community Reinvestment Initiatives in the amount of \$15,000 for FY 2019/20, FY20/21 and FY21/22 for the SmartTrips, Connected Communities Transportation Demand Management program (Second Reading Agenda 561)</p>	<p>This grant money is previously approved through an IGA with Metro for the full grant of \$1,048,009. These monies are included in PBOT's budget for the current fiscal year and will be included in subsequent fiscal years through the term of this grant. The total award is \$102,000 from July 1, 2019 to July 31, 2022.</p>
<p>595 Authorize application to the Oregon Department of Transportation and Department of Land Conservation and Development for one Transportation and Growth Management program grant in the amount of up to \$300,000 for transportation planning (Second Reading Agenda 562)</p>	<p>If the grant is awarded, the total estimated cost to complete this plan is \$300,000 over roughly two years. The bureau states that changes to appropriations will be addressed if the grant is awarded. The Transportation and Growth Management program grant will pay up to an estimated \$264,000. Local match in the amount of \$36,000 will be provided by staff time funded by General Transportation Revenue in PBOT's FY 2021-22 and FY 2022-23 operating budgets.</p>
REGULAR AGENDA	
<p>596 Accept and appropriate \$128,401,261 in 2020 Coronavirus Aid, Relief, and Economic Security Act Funds and delegate authority to the Program Bureau Directors to execute contracts and agreements funded under the program (Second Reading Agenda 563; Ordinance introduced by Mayor Wheeler and Commissioners Eudaly and Fritz)</p>	<p>See below.</p>

Mayor Ted Wheeler	
<p>597 Appoint Zakari Slicher as a new member to the Plumbing Code Board of Appeal for a term to expire July 21, 2023 (Report) 20 minutes requested</p>	<p>No fiscal impact.</p>
Bureau of Environmental Services	
<p>598 Authorize a competitive solicitation for on-call construction services at Columbia Boulevard Wastewater Treatment Plant, Tryon Creek Wastewater Treatment Plant, and associated pump stations for up to three separate construction contracts for \$18 million for an estimated annual construction cost of \$6 million for each selected contractor (Ordinance) 10 minutes requested</p>	<p>If authorized the proposed legislation will result in a contract with up to the three lowest responsible bidders for On-Call Construction Services at CBWTP, TCWTP, and Associated Pump Stations. The on-call construction services price agreements shall be utilized on a task order basis, for projects estimated to have a construction cost less than \$1,000,000. The engineer's final estimate of the probable cost of construction for this project is \$18,000,000. The level of confidence in the estimated cost of construction is optimal. Funds are available in BES's FY 2020-21 budget in the Sewer System Operating Fund and will be requested in the bureau's budgets through FY 2022-23.</p>

<p>599 Amend contract with Brown and Caldwell, Inc. for professional engineering services for the Force Avenue Wastewater Pump Station Remodel Project No. E10611, in the amount of \$317,072 (Second Reading Agenda 566; amend Contract No. 30005421)</p>	<p>The original not to exceed value of this contract was \$1,074,370 with a contracted term of five years. This amendment will add \$317,072 and increase the contract to \$1,414,819, an increase of 31.7% over the original contract amount and extend the contracted term an additional five years to complete the work. The confidence level is high. Funds are available in the BES's FY 2020-21 budget and will be requested in the FY 2021-22 through FY 2025-26 budgets in the Sewer System Operating Fund.</p>
<p style="text-align: center;">Office of Management and Finance</p> <p>*600 Amend the contract with Environmental Systems Research Institute, Inc. for Geographic Information System software to increase it by \$1,996,000 for a not to exceed total of \$4,357,275 (Ordinance; amend Contract No. 30004099) 20 minutes requested</p>	<p>The value of the contract will be increased by \$1,996,000 to a total of \$4,357,275. The term of the contract will be extended by four years.</p> <p>BTS has appropriation in its FY 2020-21 budget to cover the anticipated expense associated with this action. The cost for this Enterprise License Agreement is funded through rates paid to the Corporate GIS Program in BTS by PBOT, PWB, BES, Fire, Police, BOEC, Parks, PDC, BDS, and BPS. The cost of this contract is included in Corporate GIS's five-year budget plan.</p>

601 Approve findings to authorize an exemption for a class of public improvement contracts from the competitive bidding requirements and authorize the use of the alternative contracting method of Job Order Contracting for alterations construction services (Second Reading Agenda 570)

The findings note that the benefits of JOC include faster project delivery through streamlined engineering, design and procurement processes; assurance of cost reasonableness; more opportunities for local small and disadvantaged businesses; and improved partnering relationships with general contractors. The findings report notes that “The JOC delivery method’s standardized cost information achieves firm, objective, consistent pricing that results in overall bureau operating and capital budget savings. This delivery method also reduces administrative costs associated with procurement, contracting, and project management activities,” although no quantitative details are provided.

Portland Housing Bureau

<p>*602 Approve application under the Multiple-Unit Limited Tax Exemption Program under the Inclusionary Housing Program for Prov 3 Apartments located at 5505 NE Glisan St (Ordinance) 10 minutes requested</p>	<p>This action would result in estimated foregone property tax revenues to the City totaling \$13,238 over ten years for 3 units affordable at or below 80% MFI. Total cost to all jurisdictions forgoing revenue is estimated at \$40,115. The estimated value of the tax exemption for the first year is \$4,356 (all jurisdictions), which equals approximately \$1,338 per affordable unit per year of affordability. The City will still benefit from property taxes collected on the improved value of the land during the exemption period. The City will pay Multnomah County the \$2,550 application activation fee if the application moves forward.</p>
<p>Commissioner Chloe Eudaly</p>	
<p>603 Amend Evaluation of Applicants for Dwelling Units to make technical clarifications (Second Reading Agenda 573; amend Code Section 30.01.086)</p>	<p>This Ordinance amends the Fair Access in Renting (Fair) code, section 30.01.086, which was originally passed by City Council in June 2019 as Ordinance No. 189580 to provide technical clarifications. There is no direct financial impact from these changes.</p>
<p>604 Amend Security Deposits; Pre-paid Rent to make technical clarifications (Second Reading Agenda 574; amend Code Section 30.01.087)</p>	<p>This Ordinance amends the Fair Access in Renting (Fair) code, section 30.01.087, which was originally passed by City Council in June 2019 as Ordinance No. 189580, to provide technical clarifications. There is no direct financial impact from these changes.</p>
<p>Bureau of Transportation</p>	

<p>605 Amend Title 17 and Transportation Administrative Rules to update and add clarification for the permitting and condition of driveways (Previous Agenda 575; repeal Code Section 17.28.100, amend 17.28.110; replace TRN-10.40) 15 minutes requested</p>	<p>The revised text and its associated administrative rule (TRN- 10.40) have been updated to provide greater clarity on where this code applies and includes a consolidation of driveway widths, location and operational requirements, and conditions for shared driveways. New graphics accompany the text for additional clarity. The bureau states there will be no financial impacts as a result of this change.</p>
<p>606 Rename a portion of N Lombard St to N Columbia Blvd between N Burgard Rd and N Kelley Point Park Rd to improve wayfinding in the Columbia-Lombard corridor (Second Reading Agenda 577)</p>	<p>See below.</p>
<p>607 Rename N Burgard Rd to N Lombard St to improve wayfinding in the Columbia – Lombard corridor (Second Reading Agenda 578)</p>	<p>See below.</p>
<p>608 Rename a portion of N Columbia Blvd to N Johnswood Dr from west of N Oswego Ave to east of N Buchanan Ave to improve wayfinding in the Columbia – Lombard corridor (Second Reading Agenda 579)</p>	<p>See below.</p>
<p>609 Rename NE Lombard Pl to NE Lombard Ct to improve wayfinding in the Columbia – Lombard corridor (Second Reading Agenda 580)</p>	<p>See below.</p>
<p>610 Rename NE Portland Hwy to NE Lombard St to improve wayfinding in the Columbia – Lombard corridor (Second Reading Agenda 581)</p>	<p>See below.</p>
<p>611 Rename NE Columbia Pkwy to NE Columbia Blvd to improve wayfinding in the Columbia – Lombard corridor (Second Reading Agenda 582)</p>	<p>See below.</p>
<p>612 Rename a portion of NE Columbia Blvd to NE Columbia Ct between NE Columbia Pkwy and NE 92nd Dr to improve wayfinding in the Columbia – Lombard corridor (Second Reading Agenda 583)</p>	<p>See below.</p>
<p>613 Rename a portion of NE Columbia Blvd to NE 92nd Dr between NE 92nd Dr and NE Killingsworth St to improve wayfinding in the Columbia – Lombard corridor (Second Reading Agenda 584)</p>	<p>See below.</p>

<p>614 Rename a portion of NE Killingsworth St to NE Lombard St from east of NE Cully Blvd to east of Interstate 205 to improve wayfinding in the Columbia – Lombard corridor (Second Reading Agenda 585)</p>	<p>The estimated cost of this street renaming is \$448,557. ODOT will contribute 33% of the funding (\$150,000) representing one-half of construction costs for freeway signage. This funding will be accepted through a separate and subsequent Ordinance prior to commencement of construction. A pending agreement is being drafted and anticipated for Council review by the end of the calendar year. Work by PBOT on behalf ODOT is contingent upon their funding. 29% of the remaining portion of the funding (\$127,953) is from Quick-Build funding and 38% of the funding (\$170,604) is from Heavy Vehicle Use Tax (HVUT) funding. Finally, \$2,743 in costs have been incurred to date and the remaining costs of \$445,814 will be incurred in FY21-22.</p>
<p style="text-align: center;">Commissioner Amanda Fritz</p> <p style="text-align: center;">Water Bureau</p> <p>615 Refer amendment to the City Charter regarding Public use of City Lands for Permissive Secondary Purposes (Resolution) 15 minutes requested</p>	<p>See below.</p>
<p style="text-align: center;"><u>WEDNESDAY, 2:00 PM, JULY 22, 2020</u></p>	
<p>616 TIME CERTAIN: 2:00 PM – Refer to the voters a five-year local option tax levy for the November 3, 2020 General Election to restore recreation programs and protect parks and natural areas (Resolution introduced by Mayor Wheeler) 90 minutes requested</p>	<p>See below.</p>
<p>617 TIME CERTAIN: 3:30 PM – Amend Planning and Zoning Code to extend the expiration date for some land use approvals, maintain inclusionary housing rates outside the Central City and Gateway Plan Districts, and allow for virtual neighborhood contact meetings (Ordinance introduced by Mayor Wheeler; Previous Agenda 550; amend Title 33) 25 minutes requested</p>	<p>See below.</p>

THURSDAY, 2:00 PM, JULY 23, 2020

**DUE TO LACK OF AGENDA THERE WILL BE
NO THURSDAY 2:00 PM MEETING**

590 Authorize contract with Lyft, Inc. to operate, procure and install system components of a bike share system in an amount not to exceed \$11,300,000 (Ordinance introduced by Commissioner Eudaly) 45 minutes for 590-591

CBO Analysis

This ordinance would authorize PBOT to enter into a five year agreement with Lyft to operate, procure, install, and maintain the City's bikeshare system. The terms of the five year agreement include provisions to expand the bike share system into East Portland and the addition of electric-assist bicycles in the bike share fleet. The \$11.3 million five year agreement is a revenue sharing-agreement, funded via the \$10 million Nike contribution over five years (see item 591) and membership/user fees. Under this agreement, Lyft will cover the capital costs for fleet expansion in East Portland.

There is no direct financial cost to the City for provision of the bikeshare service, but the City does provide services related to the bike share program and receives some revenues from sponsorships under the five year agreement. Through the contract, PBOT retains a small percentage of sponsorship funds (22.5% of dollars under \$2 million, and 30% of sponsorship dollars over \$2 million) to cover bike share-related costs such as program staffing, BIKETOWN for All ride subsidies for people living on low incomes, promotions and discounts to encourage ridership, and partnerships with community-centered nonprofit organizations to further BIKETOWN's equity work. Staff anticipates the contract to provide PBOT between \$150,000 - \$400,000 per year in support of these initiatives.

Because the bike share system is partially funded through membership and user fees, there is some risk to the overall financial viability of the bikeshare system with the expansion into new areas and markets. Lyft assumes this risk initially under the five-year revenue-sharing agreement, but it will be some time before the bikeshare expansion stabilizes enough to determine whether there are any longer term issues in the program's financial model under the expansion.

593 Authorize a competitive solicitation for Parking Garage Management Services for the SmartPark Garages for five years (Ordinance)

This ordinance authorizes PBOT to issue a competitive solicitation for the management of parking services across the City's SmartPark garages over a term of five years. The City's current contract expires in March 2021. The Parking Facilities Fund supports the operations and maintenance of the SmartPark garage system.

In a more typical year, SmartPark revenues in the Parking Facilities Fund would be in the range of \$16 million annually for public parking, internal City of Portland space rental, and commercial leases in garages. Current annual operating costs for contracted parking management services are approximately \$3 million per year, with additional City costs for security (\$775,000), operational and major maintenance in the garages (\$1.2 million - \$1.3 million), and program staff (6 FTE, \$735,000). PBOT estimates the current unrestricted contingency in the Parking Facilities Fund to be \$11 million.

In a typical year, SmartPark revenues more than offset operations and maintenance expenses. In the current environment, the COVID-19 pandemic and related declines in demand for parking in the downtown core have cause SmartPark revenues to fall off sharply. SmartPark operating expenses exceeded revenues in some months of FY 2019-20. Going forward, negotiations around contracted services for parking services management will need to carefully incorporate the volatile and uncertain nature of parking demand if the function is to remain revenue-generating.

PBOT intends to introduce a phased approach to the next parking services management contract to allow for technological and operational changes during the life of the contract. The first phase will be status quo,

whereby net revenue to the City will be based upon actual revenue less operating expenses and management fees. PBOT plans to incorporate a second phase into the next contract, which would allow for technological and operational upgrades that would potentially reduce total contracted costs and potentially the basis for determining fee for service paid to the operator.

596 Accept and appropriate \$128,401,261 in 2020 Coronavirus Aid, Relief, and Economic Security (CARES) Act Funds and delegate authority to the Program Bureau Directors to execute contracts and agreements funded under the program (Ordinance introduced by Mayor Wheeler and Commissioners Eudaly and Fritz)

CBO Analysis

The ordinance as filed includes high-level appropriations of the \$128.4 million in federal CARES Act resources, as follows:

- \$82.90 million in the Portland Housing Bureau
- \$41.45 million in the Office of Management and Finance
- \$3.50 million in the Bureau of Planning and Sustainability
- \$0.55 million in the Portland Bureau of Transportation

This allocation includes \$114 million in CARES Act resources from the US Department of Treasury and \$14.4 million in CARES Act Emergency Solutions Grant resources from the Federal Housing and Urban Development Department. These resources are intended to be used for the following programs:

- \$46.4 million for Household and Housing Stability including household assistance, rent assistance, BIPOC mortgage assistance, and mortgage counseling – this includes the \$14.4M in ESG funds);
- \$16.5 million for Joint Office of Homeless Services COVID-19 Response;
- \$15 million for Business Support, including small business relief funds and block grants, and funding for venues and small businesses;
- \$20 million for Multnomah County’s COVID public health response;
- \$17.1 million for the City’s COVID response budget, including food security and hygiene programs, ECC and bureau response costs;
- \$5.5 million for East Multnomah County Cities COVID response;
- \$4.4 million for Arts and Culture programs, including funding for Portland’s, BIPOC Artist Grants through RACC, and for venues;
- \$3.5 million for Digital Divide technology kits; and
- \$0.55 million for Community Outreach including a public health campaign and cares wheels.

All funds are available on a one-time basis, and Treasury resources must be expended by December 30, 2020. Based on the information currently available, CBO is unable to provide a detailed fiscal impact analysis of specific projects. Bureaus have signaled an intent to leverage existing bureau resources or staff time to complete many of the projects. The volume of funds being disbursed will likely represent a substantial increase in resources being passed through nonprofit organizations, which could require additional support and infrastructure to deliver the funds quickly. Additional support and infrastructure may also be required at the City level to develop, procure, and administer the contracts, including monitoring program delivery and the expenditure of funds.

While the funding is one-time in nature, some of these allocations support a program or expense that extends beyond December 2020, posing a financial risk to the City unless future federal resources become available. This risk is most prevalent with the allocation for **homelessness response** where associated costs are currently expected to continue through the rest of the fiscal year and beyond. Depending on FEMA reimbursement levels as well as various expense side factors that are still in development (e.g. what operations may be transferred to providers versus retained by the County), there may be a sizable funding gap which could require the City to reduce discretionary resources from other City bureaus or services to continue supporting current service levels. It is also possible that the funding for **digital divide technology kits** will require future City funding to continue current service levels and/or community expectations of service. The **community outreach** proposals may also lead to future costs to continue service through the duration of the pandemic.

The ordinance directs the PDX-CARES Task Force to review monthly status reports to ensure that projects are meeting the agreed-upon outcomes, which are not defined in the ordinance itself. The ordinance also

does not define how the City will manage its data collection and evaluation strategy in order to provide the information needed to complete the monthly reports.

Items 606, 607, 608, 609, 610, 611, 612, 613

CBO Analysis

The total cost for all eight ordinances considered together is \$49,944 or \$6,243 for each individual ordinance. Of the total cost, 43% of the funding is from Quick-Build funding and 57% of the funding is from Heavy Vehicle Use Tax (HVUT) funding. Funding for this project is included in the FY 2020-21 Adopted Budget.

615 Refer amendment to the City Charter regarding Public use of City Lands for Permissive Secondary Purposes (Resolution) 15 minutes requested

CBO Analysis

This resolution enables Council to refer to Portland voters an amendment to Chapter 11, Article 1 of the City Charter regarding Special Services – Water Works. The proposed amendment would allow the Water Bureau to use rate-payer funds for ADA compliance and hydropark maintenance.

The PWB properties affected include seven hydroparks as well as removal of barriers for accessible parking, picnic areas, campground sites, a community center building, amphitheater, and restrooms at Dodge Park in the City of Sandy (Clackamas County).

PWB submitted a Capital Set-aside decision package totaling \$1.5 million as part of FY 2020-21 Budget Development to address ADA compliance at PWB properties used for recreational purposes. CBO recommended funding only a portion of this request (\$370,888) as \$1.1 million was slated for enhancements to a canoe ramp at Dodge Park (all Capital Set-aside requests went unfunded as the revised General Fund forecast was reduced to zero as a result of COVID-19 economic impacts). Under the current City Charter, the Water Bureau cannot use rate-payer funds for infrastructure and amenities not substantially related to the provision of providing water.

Currently, the Water Bureau expends \$11,500 in General Fund resources annually on hydropark operations and maintenance, an amount that represents potential ongoing savings to the General Fund should the amendment pass. At this allocation rate, the impact to water rates is negligible. However, should the amendment pass and the bureau decide to scale up operations and maintenance of hydroparks, there could be an impact to future water rates (and as a result, service levels at hydroparks). The amendment's passage would also eliminate the need for the General Fund to fund the \$1.1 million in major maintenance at Dodge Park without significant impacts to water rates.

616 Refer to the voters a five-year local option tax levy for the November 3, 2020 General Election to restore recreation programs and protect parks and natural areas (Resolution introduced by Mayor Wheeler) 90 minutes requested

CBO Analysis

This resolution enables Council to refer to Portland voters a levy of \$0.80 per \$1,000 of assessed value to address Parks Bureau operational funding deficits daylighted during the FY 2019-20 Budget Development process. If approved by voters, the levy would generate approximately \$44.7 million in the first year (FY 2021-22) and continue to generate between \$46.2 and \$51.1 million annually in the four years following for an approximate 5-year total of \$239 million. The funding would be allocated to work sustaining and enhancing the bureau's natural lands, recreation services and programming (including scholarships), and parks and facilities maintenance. All resource generated by the levy would be budgeted in a Fund managed by the Parks Bureau and appropriated annually as part of the City's Budget Development process. The service level provisions laid out in the resolution assume the revenue generated by this levy would augment the Bureau's existing General Fund allocation. However, the levy does not preempt Council—which retains the right to make General Fund appropriations during the annual budget development process—from increasing or reducing the bureau's General Fund allocation.

Measures 5 and 47 establish "Tax Ceilings" for every property, establishing a maximum amount that each property owner can pay annually. Properties that hit that ceiling are said to be "in compression" and pay less than their full tax rate. The hierarchy for which property tax bill line items are reduced start with temporary

levies. The Parks Local Option Levy, then, would affect the levy rate and revenue generated by the Portland Children's Levy, the Metro Natural Areas Levy, and the Oregon Historical Society. The Parks Bureau has taken into consideration the impacts of the Parks Local Option Levy on the Portland Children's Levy in order to ensure that there is no degradation of service in light of the potential diminished resource. Analysis by the Parks Bureau estimates that the median residential homeowner would pay \$151 per year (\$13 per month).

617 Amend Planning and Zoning Code to extend the expiration date for some land use approvals, maintain inclusionary housing rates outside the Central City and Gateway Plan Districts, and allow for virtual neighborhood contact meeting

CBO Analysis

This Ordinance amends the City's Zoning code in several ways as a result of economic and social disruption impacting the development review process caused by the COVID-19 pandemic as part of the Expiration Date Extension Project. Proposed amendments include the following:

- Temporarily extend the expiration dates of land use reviews, land divisions, final plats, and the Con-Way Master Plan.
- Permanently extend the expiration of pre-application conferences from one year to two years.
- Temporarily extend the compliance period for nonconforming upgrades.
- Temporarily allow neighborhood contact meetings to be held virtually.
- Extend the currently lower inclusionary housing rates for areas of the city outside of the Central City and the Gateway Plan Districts that are set to increase on January 1, 2021 until January 1, 2024.

The bureau states the long-term impacts of this proposal are minimal as all of the proposed amendments are temporary in nature and include sunset dates, with the exception of the proposal to extend the expiration of pre-application conferences. The bureau does not expect the changes to result in changes to staffing levels. The bureau also states that the proposal supports the economic recovery of the city by allowing projects in the midst of the development review process that would otherwise be delayed or abandoned to continue to completion.