

## **The Oregonian**

### **Right 2 Dream Too: Looking back at twists and turns of Portland's homeless camp**

*By Andrew Theen  
April 30, 2015*

Portland's best-known homeless camp is potentially headed for a new location on a triangle-shaped lot tucked away in the Central Eastside Industrial District.

On Wednesday, Portland Mayor Charlie Hales and Commissioner Amanda Fritz said they'd found what they believe is a new home for Right 2 Dream Too.

It's far from a done deal, but city officials are cautiously optimistic that they've found the best solution to a saga that included a legal settlement, sale of a city parking lot to Pearl District developers and a long and unsuccessful real estate search.

That search could be at an end.

City Hall officials found a piece of property with few adjacent neighbors in an area of town that is already a place where many homeless people sleep at night.

The land, purchased by the Oregon Department of Transportation in 1963 during construction of the Marquam Bridge, is up for grabs.

ODOT declared the property surplus last year, and according to spokesman Don Hamilton, the land transferred back and forth between the city and ODOT first in 2003 — then again last year. Portland had the land earmarked for potential use with the adjacent Oregon 99E viaduct construction but ultimately discarded it. It's not immediately clear whether those land transfers included cash or were strictly part of an intergovernmental agreement between the two agencies.

If the City Council approves a real estate deal next month with ODOT, it's possible R2D2 will move to the east side by this summer. That's just in time for the Tilikum Crossing's opening with good transit access from the area to downtown via the MAX.

Here are a few key twists and turns The Oregonian/OregonLive chronicled through the years after R2D2 set up on the corner of Northwest Fourth Avenue and West Burnside Streets in October 2011.

## **The Portland Tribune**

### **City closes in on new site for Right 2 Dream Too camp**

*By Pamplin Media Group  
April 29, 2015*

Portland city officials are negotiating to buy a new site for the Right 2 Dream Too homeless "rest area."

Mayor Charlie Hales' office reported Wednesday that the city hoped to purchase a 9,073-square-foot site at Southeast Third Avenue and Harrison Street in Portland's Central Eastside. The site is owned by Oregon's Department of Transportation.

"Right to Dream has proven that it can be a good neighbor," Hales said in an April 29 statement. "Our Central Precinct police officers confirm that the site is well managed. But it cannot stay at its current location, and we need to find them a new home."

Right 2 Dream Too has provided shelter for nearly 100 people since mid-October 2011 in a private lot at Northwest Fourth Avenue and Burnside Street, near the entrance to Old Town/Chinatown. An estimated 70 people stay at the encampment each night, and organizers say more than 200 people found housing while staying at the camp.

The Old Town lot will be sold, forcing the Right 2 Dream Too camp to move. Staff for Hales and City Commissioner Amanda Fritz have worked for more than a year to find an alternate site.

Michael Wright, an owner of the Old Town lot on which Right 2 Dream Too sits, sued the city in December 2012, claiming the city improperly fined him and other owners of the site for allowing the camp. The

lawsuit was settled in September 2013 and the city waived \$20,957 in fines. City officials also agreed to help Right 2 Dream Too find a new site. The search included a possible site at the west end of the Broadway Bridge, but Pearl District neighbors' and developers' objections scuttled the deal.

### **Investors pay for new site**

The purchase of the new site is pending, and a purchase agreement could be ready for City Council consideration by the end of May. Funding provided by the Pearl District Investors, for a 2014 property sale, will be used to pay for the new property, city officials said.

"I'm happy the city has worked with Right to Dream Too board members to review many options for new locations, and that we've settled on this one," Fritz said. "Right to Dream Too provides a valuable community service, keeping people living outside safe and sheltered."

City staff worked with the leadership of the Central Eastside Industrial Council, Hosford Abernethy Neighborhood Development and surrounding businesses to find an adequate site.

Hales said that despite the move, the city would continue to make housing for homeless people a budget priority. The city has about 1,700 people living on the streets, Hales said.

"Homelessness is a crisis at the city, state and national level," Hales said. "Any aid we can provide for people who are houseless, or who are at risk of becoming houseless, will remain our priority."

## **Willamette Week**

### **As Uber Returns, Portland City Hall Adds Teeth to Its Towing Rules**

*By Aaron Mesh  
April 30, 2015*

Back in December, WW reported that the city of Portland had discovered it lacked an important weapon in cracking down on illegal cabs: the authority to tow scofflaw taxis.

Ride-hailing behemoth Uber and its competitor Lyft are now here with the City Council's blessing, thanks to an April 21 vote.

But the ordinance clearing the companies' path contains fine print authorizing regulators to impound and sell the cars of Uber and Lyft drivers who break city rules.

"We're trying to strengthen our position," says Ken McGair, a deputy city attorney. "We want to have a stick to use against illegal operators."

City attorneys believe placing the authorization in the ordinance legalizing Uber would protect the city from lawsuits by drivers claiming Portland City Hall violated their constitutional rights.

A 2005 decision by the 9th U.S. Circuit Court of Appeals found that the Oregon city of Cornelius violated the rights of a woman who had her car impounded for driving without a license. The court ruled that police could only impound cars if the vehicle posed "a threat to public safety."

Uber officials didn't respond to WW's request for comment. In December, the company pledged to pay any fines its drivers faced—and in fact did pay Portland City Hall more than \$67,000 in fines before returning this month.

### **Mayor Charlie Hales Announces New Deal for Right 2 Dream Too**

*By Beth Slovic  
April 29, 2015*

Mayor Charlie Hales announced Wednesday a deal to move the Old Town/Chinatown homeless camp known as Right 2 Dream Too to the Central Eastside Industrial District.

The announcement—though not yet finalized—could cap nearly four years of high-drama negotiations that have surrounded Right 2 Dream Too since it popped up at the gates of Chinatown in 2011. That's if

leaders in the CEID allow the deal—a so far sketchy pledge by the city to buy vacant Oregon Department of Transportation land at Southeast 3rd Avenue and Harrison Street—to go forward.

Almost everything about the camp struck at Portland city government's nerves, starting with the location.

Right 2 Dream Too set up camp at the former site of Cindy's Adult Bookstore, a smut shop that former Commissioner Randy Leonard shut down for building code violations, setting off a legal battle with the store's pugnacious owner, Michael Wright.

The camp flourished as protestors with Occupy Portland turned two downtown parks into tent cities in open violation of the city's anti-camping rules. That put the city in a bind. How could it allow protestors to camp but crack down on homeless people doing the same thing? Eventually, however, the city started issuing fines to Right 2 Dream Too.

Hales attempted to broker a deal in 2013, proposing to move R2D2 to city-owned land under the Broadway Bridge. That deal fell apart after Pearl District developers objected.

The city struck out several more times in 2014.

Here's Hales announcement:

*PORTLAND, OR – The City of Portland is in negotiations to purchase a plot of land in the Central Eastside that could become the new home for the Right To Dream 2 rest area. The site is owned by the Oregon Department of Transportation. It is 9,073 square feet at Southeast Third Avenue and Harrison Street.*

*For almost four years, R2DToo has provided shelter on Burnside Street at Northwest Fourth Avenue, at the entrance to Old Town/Chinatown. An estimated 70 people per night stay there, and organizers say more than 200 people found housing while being supported at the site. The rest area for Portland's houseless population has proven to be an effective model for a self-governing operation. However, the land upon which it sits is under contract to be sold.*

*Staff for Mayor Charlie Hales and Commissioner Amanda Fritz have been seeking an alternative site for well over a year. Issues under consideration include the size of the property, proximity to social services and to transit, and the impact on neighbors.*

*"Right to Dream has proven that it can be a good neighbor," Hales said. "Our Central Precinct police officers confirm that the site is well managed. But it cannot stay at its current location, and we need to find them a new home."*

*The purchase of the new site is pending. A timeline for a move is not yet known. A purchase agreement could be ready for City Council consideration by the end of May. Funding provided by the Pearl District Investors, for a 2014 property sale, will be used to pay for the new property. "I'm happy the city has worked with Right to Dream Too board members to review many options for new locations, and that we've settled on this one," Fritz said. "Right to Dream Too provides a valuable community service, keeping people living outside safe and sheltered."*

*In seeking the site, staff for Mayor Hales and Commissioner Fritz have spoken to the leadership of the Central Eastside Industrial Council, Hosford Abernethy Neighborhood Development and surrounding businesses.*

*While R2DToo has proven effective, Hales emphasizes that Portland – like all cities in the nation – will continue to struggle with issues of homelessness.*

*"We have made Housing one of our top budget priorities in 2013, 2014 and again this year. It is a priority of Multnomah County. And yet, on any given night, we may have 1,700 homeless people living unsheltered in our city," Hales said. "Homelessness is a crisis at the city, state and national level. Any aid we can provide for people who are houseless, or who are at risk of becoming houseless, will remain our priority."*

# The Portland Mercury

## Hall Monitor

### The Search Is Off!

*By Dirk VanderHart  
April 29, 2015*

ON MONDAY, April 27, Mayor Charlie Hales and Commissioner Amanda Fritz walked a group of Central Eastside businesspeople to a grassy, gravelly patch by the east end of Tilikum Crossing.

It's a gritty plot, like much of the Central Eastside, with a decrepit portion of SE Harrison elbowing through its center, and rundown RVs taking up portions of the right of way. But it is lovely, too, with sweeping nighttime views of the new bridge and Oregon Health and Science University across the river.

Hales and Fritz hadn't come to show their guests the view, though. They'd come to show them the future home of Right 2 Dream Too (R2DToo).

After a year and a half of casting about in vain, Portland officials say they've finally found a place to move the well-regarded, self-policed homeless rest area that's ruffled feathers—and given vital help to hundreds—beneath the Chinatown Gate since 2011.

City staffers have been in talks for months with the Oregon Department of Transportation (ODOT), which currently owns a plot of land they call ideal. It's anonymous enough that it has no formal address, but sits just east of the Oregon Museum of Science and Industry, where SE 3rd transforms with a swoop into SE Division.

The city's had close calls in its 18 months of scouting for sites, but the guided tour by two of Portland's elected officials is a serious sign. It's for real this time.

"This really is a perfect site," says Josh Alpert, director of strategic initiatives in the mayor's office. "It's not like land pops up every day."

Alpert should know. He's worked perhaps harder than any other city staffer to find a new home for R2DToo since September 2013, when Commissioner Fritz announced she'd hammered out a deal to clean up legal bickering surrounding the rest area, and move it to a parking lot beneath the Broadway Bridge.

That parking lot, of course, abutted the ritz of the Pearl District. Mortified developers pushed back, eventually buying the lot in question and tacking on an additional \$846,000 to find R2DToo a new home.

So far, the money's just sat there, as Alpert, Fritz, and city staff scrutinized plot after insufficient plot where the rest area might move. Among the criteria they've been keeping an eye out for: an affordable price, appropriate zoning, accessibility to transit, proximity to social services, and limited neighborhood disruption.

The ODOT land, they say, features most of those things. It's not situated near many services, but has a paved walkway leading up to the streetcar line that will soon trundle over Tilikum Crossing and into downtown. It's near a handful of industrial businesses, but no homes. And Alpert says the city will have money to spare, after its purchase, to hook the land up with plumbing and power.

An ordinance to purchase the land should be before city council by late May, Alpert says (details are still being worked out). The city would lease the lot for a nominal fee. And by fall? R2DToo may have a new home—and showers. Alpert and Fritz are also talking about transit subsidies that could help houseless people get downtown, and setting up day storage for personal belongings.

We're talking about moving a homeless encampment, of course, so it's not going to be quite this simple.

While city officials' conversations with members of the Central Eastside Industrial Council (CEIC) have so far been more productive than the pearl clutching of the Pearl, businesses owners have concerns.

CEIC Chair Debbie Kitchin tells me her group has been talking with the city and others about the Central Eastside's increasing homeless population for years, but was caught unaware when officials showed them the land.

"This was the first time that we were asked about this site," Kitchin says. "We were told that we don't have a choice because it's allowed by zoning."

The business group has long opposed an increase in outdoor camping in the neighborhood, Kitchin says, and that will likely remain. And even though she's heard nothing but positive things about R2DToo, Kitchin says she needs to speak with its leadership.

"We want to make sure there are protections in place, so if things do not work well in the camp there's some ability to say that it's not allowed there," she says.

The closest business to the new site, East Side Plating, hadn't heard about the proposed move when I contacted President Gary Rehnberg.

"I'm a little surprised and frustrated for not being aware," he said.

For its part, R2DToo's amenable to the move, says co-founder Ibrahim Mubarak. It's also got its share of concerns—like keeping a presence downtown.

"Because R2DToo moves, that doesn't mean that all the houseless people downtown are going to go to that location," he says. "As long as there are social services downtown, that's where people are going to be. We've got to learn to meet people where they're at."

In fact, there are homeless people at the new site. When I stopped by on Tuesday, April 28, the plot had two run-down RVs and a tent situated among East Side Plating employees' parked cars.

A woman named Shuri Vollmert answered the door of one of the RVs, and explained she and her boyfriend had been staying on the property for the past five months, with the blessing of nearby East Side Plating (which doesn't own the land). They're trying to move on, she said, but the vehicle needs work.

In the meantime, they take their trash to the curb on Mondays, when the city stops to clean it up, and dispose of human waste in a nearby sewer. It's quiet in the lot, Vollmert said, and more comfortable than R2DToo, where she's stayed on occasion.

"You get a little bit of a view—especially at night," she said. "If only the city could do something about the rats."

## In Other News

*By Mercury Staff  
April 29, 2015*

**PORTLAND OFFICIALS** aren't ready to be "fair and moral" just yet.

The Portland City Attorney's office has rejected the claim of a NE Portland woman who says police explosives detonated near her home caused \$10,000 in damage to her chimney ["Claim Dumpers," News, April 8].

That woman, Judy Wickman, cashed a \$445 city check for windows broken in the explosion before she found the chimney damage. But the city has refused to help with repairs, saying Wickman waived further claims by depositing the window check.

Wickman turned to the city's ombudsman who unearthed a decades-old city law that allows Portland officials to pay citizens' "fair and moral" claims, even when there's no legal obligation. The city hasn't used the law in 25 years.

And it's not about to start. City Attorney Tracy Reeve declined Wickman's fair and moral claim earlier this month. The city has made one concession: It's offered to pay the \$500 deductible for Wickman's homeowner's insurance.

Mayor Charlie Hales' office says it's open to discussing whether the law needs to be done away with or brought back into use. DIRK VANDERHART

**PORTLAND CITY COUNCIL** has delayed its vote on a proposed North Portland propane storage and export facility.

Commissioners were tentatively set to vote on April 30 whether or not to approve a zoning change at the Port of Portland that would allow Canada-based Pembina Pipeline Corporation to build a \$500 million fossil fuel processing facility at Terminal 6 at the Port of Portland.

On Monday, April 27, Portland Bureau of Planning and Sustainability Planner Tom Armstrong announced the vote has been delayed until June 17, though that date is also tentative. A first reading of the proposed ordinance and a public hearing is scheduled for 2 pm on June 10.

Activist groups such as Portland Rising Tide and the Climate Action Coalition haven't been letting city council forget they don't want the plant in Portland. On Earth Day last week, several hearing-crashers armed with giant cutout cardboard heads representing each commissioner interrupted council's regular hearing with an out-of-order protest. There are also signs up around town portraying Portland Mayor Charlie Hales as "Fossil Fuel Charlie." SHELBY R. KING

## **Boom Times 3: Now The City's Drowning in \$49 Million of Sweet Green Bounty**

*By Dirk VanderHart*

*April 30, 2015*

Bear with me here. There's a scene in Disney's 1963 classic *The Sword in the Stone* where the cantankerous wizard Merlin prestidigitates a bunch of dining implements to do his bidding, and the sugar dish can't get its act together. At one point in the film, Merlin gets distracted and forgets to tell it to stop heaping sweetness into his tea. And when he sees what's become of his tea cup? Merlin loses his sh\*t.

It's not at all a clean analogy, I know, but this scene comes to mind when I hear about Portland's current budget situation. We're being overloaded with sweetness.

The city announced today that Portland's 2015-16 budget isn't going to have \$19 million extra to play with, as suggested in December. It's not even going to have the \$31 million extra budget staffers predicted just last month.

Nope, the budget Mayor Charlie Hales unveils next Tuesday will include a whopping \$49 million more in its general fund than the current spending plan. FORTY-NINE MILLION DOLLARS to burn, when just two budgets ago the city was trying to find more than \$21.5 million in cuts.

"It was surprising," says city budget director and master of understatement Andrew Scott, who got the revised and final numbers earlier this week. "The revenues just kept coming in."

The numbers break down like this:

- \$13.1 million in new ongoing money the city can expect year after year.
- \$35.9 million in one-off money that we've got just one crack at. Thanks to new rules put forward by Commissioner Amanda Fritz, half of that has to go to city infrastructure projects dealing with parks, emergency management or transportation.

Scott says there are a number of reasons for this windfall, but the biggest is record receipts from business licenses. Those receipts already broke records last year when they reached \$81 million. Scott expects they'll get close to \$100 million this year.

We're balling, which is great news for our chronically underfunded transportation system and our lack of resources for homeless people and the city's interest in fairly paying its seasonal workers and any number of other worthy causes. But the new money is also fairly puny in the grand scheme. If put toward city streets, for instance, the full \$49 million is only about half the amount Portland officials say we need to dump into our roads for decades in order to get them up to snuff.

And there's no way it's all going toward roads—though if he's smart, Hales is planning to show good faith by dropping a good chunk of cash on road projects in his forthcoming budget. City bureaus have more than \$59 million in additional asks this budget season, and the mayor's office has required that they also offer up cuts that would offset those gains, though that's partly as a budget exercise. This year will not be known for trimming.

But with all this sweet comes a touch of bitter.

Scott's first reaction to the budget news, he says, isn't glee. "It tells me to be very nervous. We do not expect these growth rates to continue."

While Oregon's economy is plugging away, states around the country (particularly oil dependent states) are seeing harder times.

"We're impacted by those national forces," Scott says. "How soon will that infiltrate?"

And there's some more immediate bad news for the city's coffers. This morning, the Oregon Supreme Court overturned a big part of the cuts legislators made to the public employee pension system in 2013. As we noted at the time, Portland seized those cuts as something of a life raft, though their legality was very much in dispute. The city budgeted more than \$4 million in ongoing savings, figuring it would be able to pay lower rates into the state pension system going forward.

The Supreme Court's decision isn't catastrophic news, given the city's current fiscal comfiness. But it means that potential increases to the ongoing money budget won't find—and Scott says those are very possible—could be eaten up.

**Update, 11:35 am:** As he did after last month's forecast, Commissioner Steve Novick is offering thoughts on where the new money should go: to transportation projects and the Portland Building. Here's his commentary.

"By allocating \$18 million for transportation, the City could invest \$10 million in paving and other major maintenance projects, and pay for the full \$8 million in improvements to safety and access to transit along 122nd that TriMet and community members have identified as a significant need. TriMet has told us that making those investments would strengthen the case for making frequent service on 122nd a priority, and East Portlanders have told us loud and clear that improved service on that route is critically important.

"Meanwhile, if the Portland Building is unusable after an earthquake, it will be very difficult for city government to function. If city government can't function, Portland's ability to respond to and recover from the earthquake will be severely compromised. Fixing or replacing the building is a classic example of the kind of investment that responsible leaders make, knowing there isn't anything glamorous about it. The details matter, of course, and I'm not yet endorsing any particular plan for the future of the Portland Building."

## **Mayor Charlie Hales Says He'll Look to Create More Camps Like Right 2 Dream Too**

*By Dirk VanderHart  
April 29, 2015*

Mayor Charlie Hales says one Right 2 Dream Too isn't enough.

Fresh off news, first reported by the Mercury, that the respected, self-policed homeless rest area may be moving across the river, Hales said today that he believes in the model R2DToo has established, and will likely seek to imitate it in other parts of town.

"We as a community should support the things that work," Hales told the Mercury during sit-down in his office. "I don't expect that this new location for R2Dtoo is the only facility of that kind that should exist in the City of Portland."

The comment was a nod to the fact that R2DToo's apparently impending move—a victory after nearly 18 months of scouring the city for an acceptable site—may leave a hole in Portland's social services hub. For nearly four years, R2DToo has provided respite for the many homeless Portlanders who stay in and around the charities and shelters of Old Town/Chinatown. And while the Central Eastside also has a large and growing homeless contingent, there's no expectation they'll move southeast with the homeless encampment.

Hales gets that. But he says after years of acrimony—and a legal settlement that was contingent on moving R2DToo from beneath the Chinatown Gate—the move needs to occur.

"Fourth and Burnside was never the ideal location," Hales says. "It was the location where this evolved. Is one R2DToo serving 80 people enough? Hell no."

That stance echoes the low-key maneuvers of Hales' staffers in recent months. As we've reported, mayoral aide Josh Alpert has been looking into establishing a similar rest area that could serve campers who've taken root on the Springwater Corridor Trail in recent years. That effort will continue, Alpert says.

Hales, in today's interview, also dismissed the possibility that the latest prospect for R2DToo might meet the pitfalls of past proposed sites.

Commissioner Amanda Fritz's initial suggestion, in September 2013, that the encampment move to a city-owned lot underneath the Broadway Bridge inspired the collective shrieking of the Pearl District. That shrieking, though, eventually proved valuable to R2DToo. Developers agreed to kick in nearly \$850,000 to finding the rest area a new home—money that will be used to purchase the new plot from ODOT, and to hook up the site with electricity and running water.

Also, in December 2013, the mayor brought reporters to a warehouse he said would serve as R2DToo's new home. That, too, fell through.

This time around, Hales and Fritz (who's been heavily involved in finding a new site) seem to have the wind at their backs. The lot they've found is affordable, near public transit, and acceptable to R2DToo's leadership. Its zoning designation allows use as a homeless camp, the city says, and there are no nearby residents to raise hell.

That's not to say there's no opposition. As we reported today, Central Eastside businesses were only informed of the impending deal on Monday, and have serious concerns about importing something that might increase camping in the neighborhood. East Side Plating, the business nearest to the camp, only learned of the plan from the Mercury.

Hales and Fritz, meanwhile, say the new location will be an unquestioned boon to the neighborhood. The site they envision will have showers and restrooms, and will be able to host social services periodically.

"That's a much better situation in my opinion than being completely on your own," Hales says.

And, as we say, it's a situation he'll look to replicate.

"Is it easy to site these things? Absolutely not. But we're not done."

## **Portland Business Journal**

### **City finds a new home for the homeless in the Central Eastside**

*By Jon Bell  
April 29, 2015*

The city of Portland has at last found what it hopes will be a better location for the Right 2 Dream Too homeless camp.

According to a statement released today by Mayor Charlie Hales, the city is in negotiations to purchase a nearly 9,100-square-foot plot of land in the Central Eastside at Southeast Third Avenue and Southeast Harrison Street. The vacant site is currently owned by the Oregon Department of Transportation.

For almost four years, R2DToo has been located at the corner of West Burnside Street at Northwest Fourth Avenue, at the entrance to Old Town Chinatown. According to the city, an estimated 70 people per night stay there, and organizers say more than 200 people found housing while being supported at the site. The land it currently sits on is under contract to be sold.

The camp has been a contentious one ever since its establishment in 2011. Nearby business owners have complained about it, and Pearl District residents and business owners rose up against a plan to relocate the camp near the Broadway Bridge in 2013. The city has been looking for an alternative site for the past year or so without much luck.

Though nothing has been confirmed, Hales said in the statement that he is hopeful a deal will come to fruition.

"Right to Dream has proven that it can be a good neighbor," he said. "Our Central Precinct police officers confirm that the site is well managed. But it cannot stay at its current location, and we need to find them a new home."

The purchase of the new site is pending, and a timeline for a move is not yet known. A purchase agreement could be ready for City Council consideration by the end of May. Funding provided by the Pearl District Investors, for a 2014 property sale, will be used to pay for the new property.

In seeking the site, staff for Mayor Hales and Commissioner Fritz have spoken to the leadership of the Central Eastside Industrial Council, Hosford Abernethy Neighborhood Development and surrounding businesses.

## **GoLocal PDX**

### **Portland to Purchase Land for New Homeless Rest Area**

*By Caren Calderon*

*April 29, 2015*

The City of Portland is in negotiations to purchase a plot of land in the Central Eastside that could become the new home for the new Right To Dream 2 rest area. The 9,073 square foot plot at Southeast Third Avenue and Harrison Street is owned by the Oregon Department of Transportation.

For almost four years, Right To Dream 2 has provided shelter on Burnside Street at Northwest Fourth Avenue, at the entrance to Old Town/Chinatown. An estimated 70 people per night stay there, and organizers say more than 200 people found housing while being supported at the site. The rest area for Portland's houseless population has proven to be an effective model for a self-governing operation. However, the land upon which it sits is under contract to be sold.

Staff for Mayor Charlie Hales and Commissioner Amanda Fritz have been seeking an alternative site for over a year. Issues under consideration include the size of the property, proximity to social services and to transit, and the impact on neighbors. "Right to Dream has proven that it can be a good neighbor," Hales said. "Our Central Precinct police officers confirm that the site is well managed. But it cannot stay at its current location, and we need to find them a new home."