

1. **HHS Committee Agenda**

Documents:

March 28 2017 Meeting Agenda (5).pdf

2. **Panhandling Pilot Back Up Material**

Documents:

Portland Opportunity Crew for HHS Cmte March 28.pdf

3. **Shelter Zoning Back Up Material**

Documents:

Shelter Zoning Memo and Backup (1).pdf
shelter conditional use 0324 markup version.pdf
Transit Line Buffer Map Quarter Mile small.pdf
Transit Line Buffer Map Half Mile small.pdf
Map of Proposed Zones to Permit Shelters.pdf

4. **Noise Ordinance Back Up Material**

Documents:

Noise regs by zone 3.9.17.pdf
Noise_Sound_Recommendations_Final Draft.pdf

5. **Events Back Up Material**

Documents:

Background Information - Events in Parks 2017.pdf



**Health & Human Services Committee
March 28, 2017
5:30 PM / Room 24/ City Hall**

Meeting Agenda

- 1. Meeting Called to Order and Minutes Reviewed** Committee Chair
- 2. Panhandling Pilot – Initial Discussion** Julie Sullivan/City Mgrs Office
- 3. Public Hearing on Shelter Zoning** Jeff Levine/Planning
(NOTE: The committee will take public comment on the proposed zoning at this meeting, but will not vote on this issue until the next HHS Committee meeting, which is on **April 11th**. At that time, public comment will NOT be taken again. The public is welcome to continue to submit written comments prior to the April 11th meeting, but a second round of public comment will not be taken at the **April 11th meeting**. If/when this proposed zoning change is forwarded to the Council, there will be another opportunity for public comment at that level.)
- 4. Noise Ordinance – Initial Discussion** Chief Sauschuck/Police
Mike Russell/Permitting & Inspections & Casey Gilbert/Downtown Portland
- 5. Events in the City – Initial Discussion** Sally Deluca
Parks/Rec/Facilities Mgmt

Portland Opportunity Crew

Pilot Project Overview

March 2017

The Portland Opportunity Crew is a pilot program building on the successes several other cities have had (There's a Better Way - Albuquerque, Downtown Streets Team – San Jose, A Day for Change - Chicago, and others) offering panhandlers the opportunity to earn money to clean up public areas and linking them with needed services, especially job training and support. Program participants will be paid minimum wage at the end of the shift.

The City's Social Services Division will partner with the City's Parks Division to implement this program. Parks is sharing a passenger van, Social Services will provide the staff person; Parks will determine where participants should go to work that day and have tools and protective equipment; Social Services staff will transport and supervise the crew. A light breakfast, water and lunch will be prepared by the Barron Center and picked up by the Social Services staff person before the start of the program work day. Participants will be taken to the Social Services office at the end of their shifts for payment and linkage to services.

The Portland Opportunity Crew will operate two days a week from April through November (approximately 36 weeks) in City parks and public spaces, picking up trash, and planting where needed. The City will partner with local landscaping companies to offer successful program participants an interview and possible employment. The City may also employ them.

Community Need Description

The City of Portland has tried to address the persistent issue of panhandling at numerous major intersections with several different approaches over the years. There are now several successful models from other cities that may help panhandlers move to a safer, healthier lifestyle and prepare them for gainful employment.

Social Services staff conducted a survey this past October of panhandlers at the following intersections: Franklin/Marginal, Forest Ave/Deering Oaks/State, Park/State, Forest/Bedford, Exit 48, Exit 5B, Union Station/St John, Brighton Ave (all), Outer Forest (Riverton), Morrill's Corner (Forest), Preble/Marginal.

Staff interviewed about 25 people, with 30% at Exit 48 and 25% at Franklin/Marginal. Over 85% of respondents stated they would be interested in participating in this program; another 15% said maybe, and none said no. More than 95% of respondents were male, with about 75% reporting being homeless. Half reported staying in an emergency shelter and half not. Those reporting they were not staying in a shelter frequently reported camping out. Of the 25% stating they had an apartment, 60% reported that a voucher pays the rent and 40% said they use GA to pay the rent.

Perhaps the most surprising results were the length of time respondents reported panhandling, with 32% reporting longer than four years; and 47% reporting 2-4 years. Thirty-five percent stated they panhandle for 2 hours a day; 30% for 3-4 hours a day. Nearly half reported doing so 7 days a week. Three-quarters stated they make \$10-20 a day. Close to 70% stated they have been assaulted or harassed while panhandling. Three-quarters stated they have a disability of long duration, with 60% of

those indicating a mental health disability and 40% a physical disability. Sixty percent identify as having substance abuse issues, and 55% identified as having mental health issues.

There is a clear need to pilot a different approach to engage these people and work with them to move toward a safer, healthier career path and lifestyle.

Measurable Community Impact

The Portland Opportunity Crew will work toward the following outcomes:

- Panhandlers will earn more money more safely and have nutritious food in exchange for payment and linkage to services. The city's public spaces will be cleaner and safer.
- Staff will build trusting relationships with the target population to move them out of panhandling and onto a safer, healthier, self-sufficient career path.
- Panhandlers will be able to seek employment with the City and/or partner landscape agencies, or pursue training for a different career path.

Outcomes will be quantified by the following measures:

- Number of program participants agreeing to perform day labor
- Number of program participants engaging in supportive services
- Number of program participants entering job training/support programs
- Number of program participants hired by the City or a partner landscape agency

Portland area employers are having a hard time filling vacant positions, so to bring panhandlers into the workforce is a benefit for employers, and increases the likelihood of employers staying here. The panhandlers will be able to move forward on the path to self-sufficiency through job experience, access to training resources through the City's HIRE program, and linkage with any other needed services. While there are homeless services programs in Portland, there is not currently any targeted outreach and employment opportunities for those who are panhandling.

The Portland Opportunity Crew directly works to create economic opportunity to transition people out of poverty. Our panhandler survey results showed that the majority of the city's panhandlers have been at it for years, struggle with disabilities, substance abuse and mental health issues. This population is one of the hardest to move out of poverty, and other models around the country are showing that giving an opportunity to earn money and gain job experience bridges the longstanding engagement gap with panhandlers.

By not only providing day labor at minimum wage but also a warm hand-off to City staff who can ensure program participants are connected with any needed supportive services, panhandlers are set up to succeed in a way they have not been before.

The City is creating opportunities for panhandlers to clean up parks and public spaces while also building partnerships with area landscape companies to test employment opportunities for panhandlers in this program. The City's Social Services Division has implemented a different approach to connecting people with job training and job retention support services, as well as assistance with employment searches. This program will link closely with the HIRE program in addition to other supportive services this population may need in order to succeed.

**Portland Opportunity Crew
BUDGET**

36 weeks

Staff: Senior Human Services Counselor 2 days per week for 36 weeks	\$ 13,846
Fuel for van	\$ 216
Food: breakfast, water bottles, lunch for up to 5 participants 2 days per week plus staff for 36 weeks	\$ 3,024
PPE: safety vests, gloves, trash bags, rakes	\$ 1,605
Signs for 12 intersections	\$ 720
Stipends: \$10.68/hr for up to 6 hrs/day for up to 10 participants for 36 weeks	\$ 23,069
	\$ 42,480

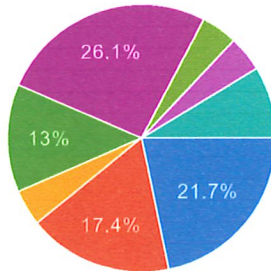
[Edit this form](#)

24 responses

[View all responses](#)[Publish analytics](#)

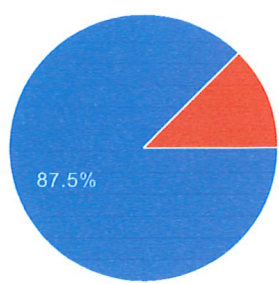
Summary

Location



295 - Whole Food (Franklin, Marginal)	5	21.7%
Forest Ave - Deering Oaks/State St	4	17.4%
Park Ave/State St	1	4.3%
Forest and Bedford	3	13%
Exit 48	6	26.1%
Exit 5B	0	0%
Union Station/St John St	0	0%
All Brighton Ave	1	4.3%
Outer Forest (Riverton)	0	0%
Morrill's Corner (Forest)	0	0%
Preble/Marginal Way	1	4.3%
Other	2	8.7%
295 - Whole Food (Franklin, Marginal)	5	21.7%
Forest Ave - Deering Oaks/State St	4	17.4%
Park Ave/State St	1	4.3%
Forest and Bedford	3	13%
Exit 48	6	26.1%
Exit 5B	0	0%
Union Station/St John St	0	0%
All Brighton Ave	1	4.3%
Outer Forest (Riverton)	0	0%
Morrill's Corner (Forest)	0	0%
Preble/Marginal Way	1	4.3%
Other	2	8.7%

sex



Male	21	87.5%
Female	3	12.5%
Other	0	0%
Male	21	87.5%
Female	3	12.5%
Other	0	0%

Age

27
32
30
48
46
37
52
28
33
65
Anon
59
36
53
26
22
27
32
30
48
46
37
52
28
33
65

Anon

59

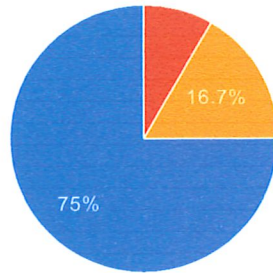
36

53

26

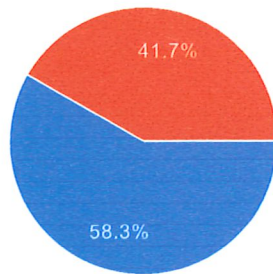
22

If a program existed, would you be interested in participating in a program designed to assist in securing employment in lieu of panhandling?



Yes	18	75%
No	2	8.3%
Maybe	4	16.7%
Yes	18	75%
No	2	8.3%
Maybe	4	16.7%

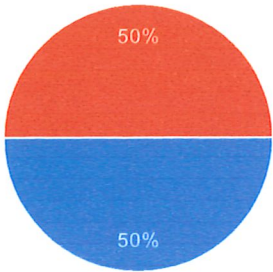
Do you stay in a shelter?



No	14	58.3%
OSS	10	41.7%
Florence House	0	0%
Milestone	0	0%
JKTS	0	0%
Other	0	0%
No	14	58.3%
OSS	10	41.7%
Florence House	0	0%
Milestone	0	0%
JKTS	0	0%
Other	0	0%

Do you camp out?

Yes	12	50%
No	12	50%
Yes	12	50%
No	12	50%



everywhere

Behind Big Lots

Westbrook/Portland line

Washington Ave

Streets

Westbrook

Stoops

Behind Lowes

everywhere

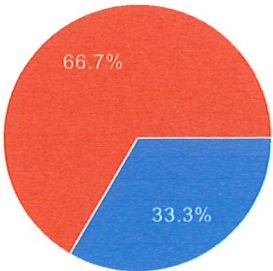
Behind Big Lots

Westbrook/Portland line

Washington Ave

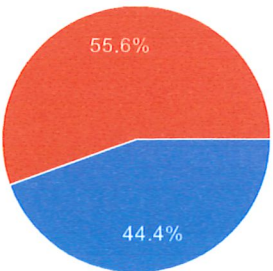
Streets

Do you have an apartment?

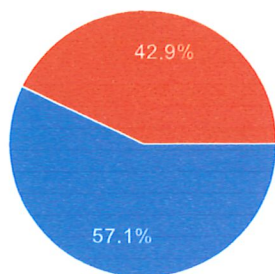


Yes	8	33.3%
No	16	66.7%
Yes	8	33.3%
No	16	66.7%

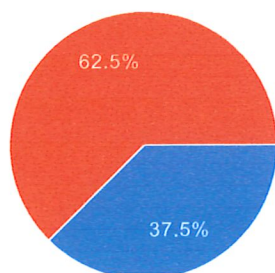
Is the apartment in Portland?



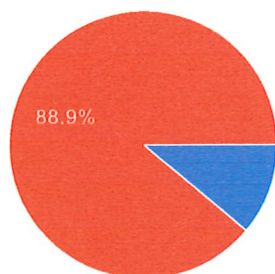
Yes	4	44.4%
No	5	55.6%
Yes	4	44.4%
No	5	55.6%

How do you pay for the apartment?

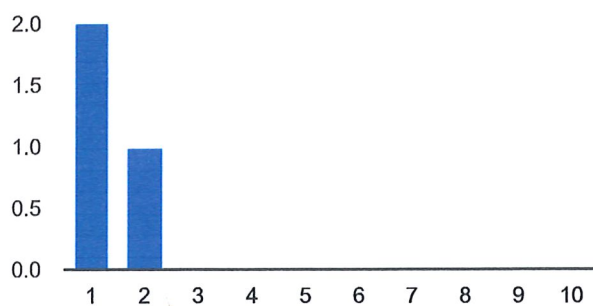
Voucher	4	57.1%
GA	3	42.9%
Self Pay	0	0%
Voucher	4	57.1%
GA	3	42.9%
Self Pay	0	0%

Are you a parent?

Yes	9	37.5%
No	15	62.5%
Yes	9	37.5%
No	15	62.5%

If yes, are they part of the household?

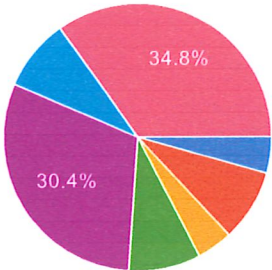
Yes	1	11.1%
No	8	88.9%
Yes	1	11.1%
No	8	88.9%

How many children

1	2	66.7%
2	1	33.3%
3	0	0%
4	0	0%
5	0	0%
6	0	0%
7	0	0%
8	0	0%
9	0	0%
10	0	0%
1	2	66.7%
2	1	33.3%

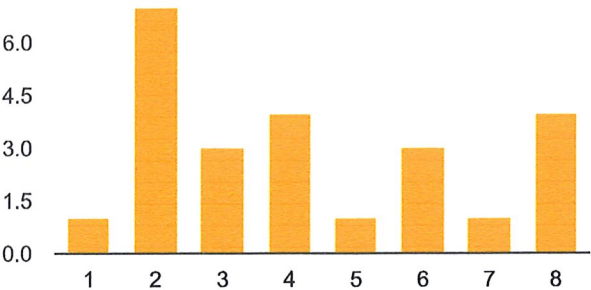
3	0	0%
4	0	0%
5	0	0%
6	0	0%
7	0	0%
8	0	0%
9	0	0%
10	0	0%

How long have you been panhandling?



1-3 Months	1	4.3%
3-6 Months	2	8.7%
6-1 Year	1	4.3%
1-2 Years	2	8.7%
2-3 Years	7	30.4%
3-4 Years	2	8.7%
4 Years Plus	8	34.8%
1-3 Months	1	4.3%
3-6 Months	2	8.7%
6-1 Year	1	4.3%
1-2 Years	2	8.7%
2-3 Years	7	30.4%
3-4 Years	2	8.7%
4 Years Plus	8	34.8%

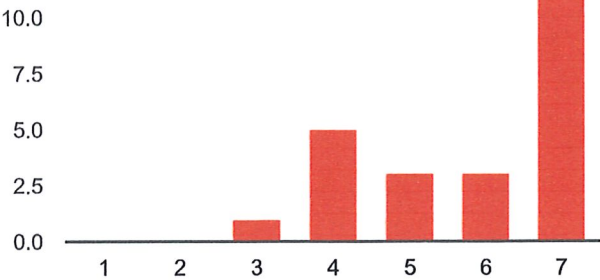
How many hours a day to you panhandle?



1	1	4.2%
2	7	29.2%
3	3	12.5%
4	4	16.7%
5	1	4.2%
6	3	12.5%
7	1	4.2%
8	4	16.7%
1	1	4.2%
2	7	29.2%
3	3	12.5%
4	4	16.7%
5	1	4.2%
6	3	12.5%
7	1	4.2%

8 4 16.7%

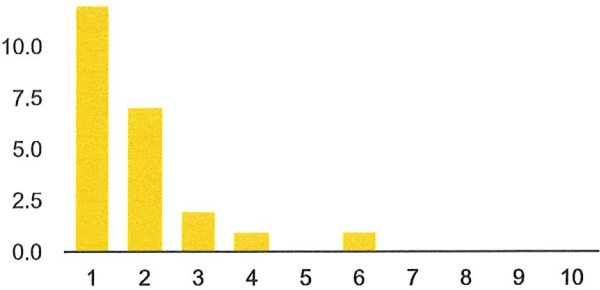
How many days a week?



1	0	0%
2	0	0%
3	1	4.3%
4	5	21.7%
5	3	13%
6	3	13%
7	11	47.8%

1	0	0%
2	0	0%
3	1	4.3%
4	5	21.7%
5	3	13%
6	3	13%
7	11	47.8%

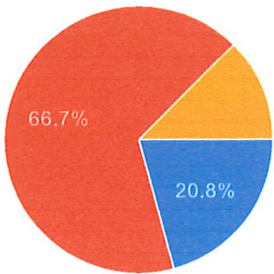
How many location do you panhandle at?



1	12	52.2%
2	7	30.4%
3	2	8.7%
4	1	4.3%
5	0	0%
6	1	4.3%
7	0	0%
8	0	0%
9	0	0%
10	0	0%

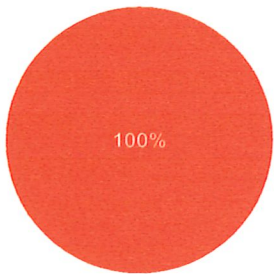
1	12	52.2%
2	7	30.4%
3	2	8.7%
4	1	4.3%
5	0	0%
6	1	4.3%
7	0	0%
8	0	0%
9	0	0%
10	0	0%

On an average day, how much money do you make?



\$1-10	5	20.8%
\$10-20	16	66.7%
\$20-30	3	12.5%
\$30 Plus	0	0%
\$1-10	5	20.8%
\$10-20	16	66.7%
\$20-30	3	12.5%
\$30 Plus	0	0%

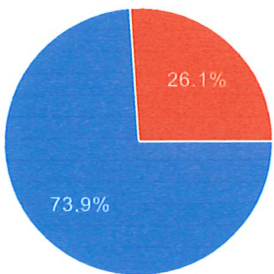
Are you employed?



Yes	0	0%
No	24	100%
Yes	0	0%
No	24	100%

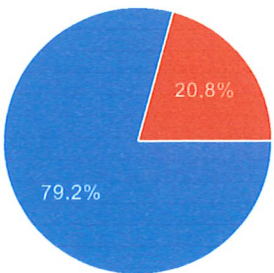
If yes, where?

Have you ever been assaulted or harassed while panhandling?

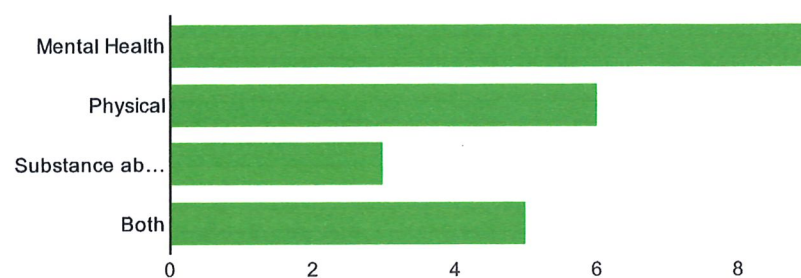


Yes	17	73.9%
No	6	26.1%
Yes	17	73.9%
No	6	26.1%

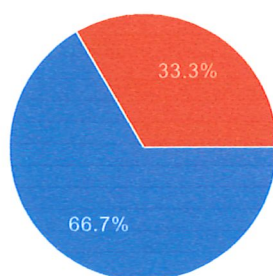
Do you have a disability of long duration?



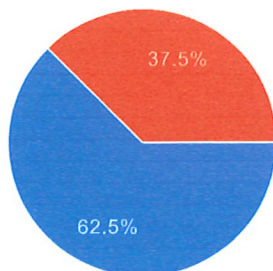
Yes	19	79.2%
No	5	20.8%
Yes	19	79.2%
No	5	20.8%

If yes:

Mental Health	9	47.4%
Physical	6	31.6%
Substance abuse	3	15.8%
Both	5	26.3%
Mental Health	9	47.4%
Physical	6	31.6%
Substance abuse	3	15.8%
Both	5	26.3%

Do you identify as having substance abuse issues?

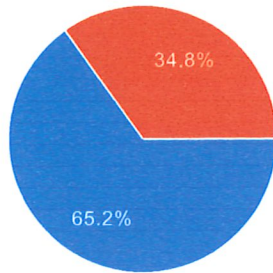
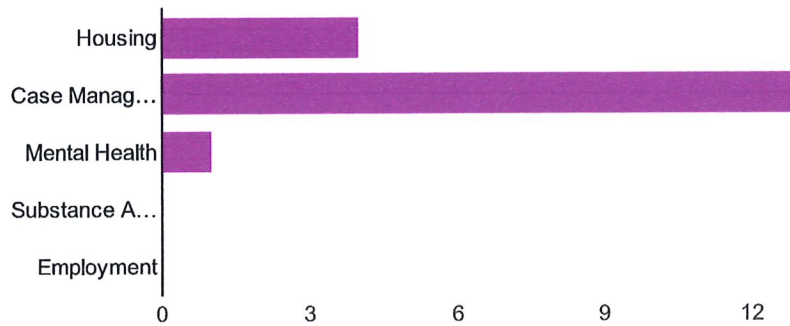
Yes	16	66.7%
No	8	33.3%
Yes	16	66.7%
No	8	33.3%

Do you identify as having mental health issues?

Yes	15	62.5%
No	9	37.5%
Yes	15	62.5%
No	9	37.5%

Are you receiving case management services?

Yes	15	65.2%
No	8	34.8%

Yes **15** 65.2%No **8** 34.8%

Housing	4	26.7%
Case Management	13	86.7%
Mental Health	1	6.7%
Substance Abuse	0	0%
Employment	0	0%
Housing	4	26.7%
Case Management	13	86.7%
Mental Health	1	6.7%
Substance Abuse	0	0%
Employment	0	0%

Location

sex

Age

If a program existed, would you be interested in participating in a program designed to assist in securing employment in lieu of panhandling?

Do you stay in a shelter?

Do you camp out?

If yes, where?

Do you have an apartment?

Is the apartment in Portland?

How do you pay for the apartment?

Are you a parent?

If yes, are they part of the household?

How many children

How long have you been panhandling?

How many hours a day to you panhandle?

How many days a week?

How many location do you panhandle at?

On an average day, how much money do you make?

Are you employed?

If yes, where?

Have you ever been assaulted or harassed while panhandling?

Do you have a disability of long duration?

If yes:

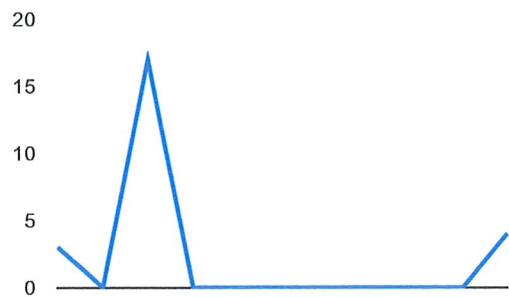
Do you identify as having substance abuse issues?

Do you identify as having mental health issues?

Are you receiving case management services?

If yes:

Number of daily responses



Number of daily responses

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Summary

This Republican mayor has an incredibly simple idea to help the homeless. And it seems to be working.

By Colby Itkowitz August 11, 2016

Republican Mayor Richard Berry was driving around Albuquerque last year when he saw a man on a street corner holding a sign that read: "Want a Job. Anything Helps."

Throughout his administration, as part of a push to connect the homeless population to services, Berry had taken to driving through the city to talk to panhandlers about their lives. His city's poorest residents told him they didn't want to be on the streets begging for money, but they didn't know where else to go.

Seeing that sign gave Berry an idea. Instead of asking them, many of whom feel dispirited, to go out looking for work, the city could bring the work to them.

Next month will be the first anniversary of Albuquerque's There's a Better Way program, which hires panhandlers for day jobs beautifying the city. In partnership with a local nonprofit that serves the homeless population, a van is dispatched around the city to pick up panhandlers who are interested in working. The job pays \$9 an hour, which is above minimum wage, and provides a lunch. At the end of the shift, the participants are offered overnight shelter as needed.

In less than a year since its start, the program has given out 932 jobs clearing 69,601 pounds of litter and weeds from 196 city blocks. And more than 100 people have been connected to permanent employment.

You can just see the spiral they've been on to end up on the corner. Sometimes it takes a little catalyst in their lives to stop the downward spiral, to let them catch their breath, and it's remarkable," Berry said in an interview. "They've had the dignity of work for a day; someone believed in them today."

Berry's effort is a shift from the movement across the country to criminalize panhandling. A recent National Law Center on Homelessness & Poverty report found a noticeable increase, with 84 percent of cities banning it altogether and 56 percent

banning it in particular areas.

There is a persisting stigma that people begging for money are either drug addicts or too lazy to work and are looking for an easy handout.

But that's not necessarily the reality. Panhandling is not especially lucrative and it's demoralizing, but for some people it can seem as if it's the only option. When panhandlers have been approached in Albuquerque with the offer of work, most have been eager for the opportunity to earn money, Berry said. They just needed a lift. One man told him no one had said a kind word to him in 25 years.

Kellie Tillerson, director of Employment Services at St. Martin's Hospitality Center, the organization that facilitates the city's program, said the way to dispel people of the negative associations with panhandlers is for them to do what the mayor did and engage on a human level.

'Genuinely ask why they are in the predicament they are,' Tillerson said. 'Many have medical conditions, they don't have the proper identification — you can't get a job without one. They don't have a Social Security card. Those little things we take for granted prohibit people from getting a job. Don't assume they are lazy.'

The There's a Better Way van employs about 10 workers a day but could easily take more. When the van fills, people have begged to get a spot next time, she said. That's why the city has increased funding for the program to expand it from two to four days a week. And it inspired St. Martin's to start its own day labor program, connecting the jobless to employers in the area who could offer side jobs.

Tillerson said a lot of the people who get picked up by the van were not aware of all the services available to them. One man who recently got out of prison returned to St. Martin's the day after taking one of the city's jobs. She said it enrolled him in the day-labor program, told him about behavioral health services and are helping him get an ID.

He now has a support system he didn't know he needed and definitely didn't know existed,' she said. 'It's life-changing for him. He was one that said, 'I would much rather earn my money than have someone hand it to me.'

Dozens of cities around the country have reached out to Berry wanting to copy the program. It's a testament, he said, to the work mayors do regardless of political party.

Inspired Life newsletter

Weekly inspiration to improve your life.

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He was the first Republican mayor elected in Albuquerque in 30 years, he said, and he's proactively tackling homelessness.

The program hasn't weeded out all panhandling in the city, and supporters say that's not really the point. It's connecting people

value, and that others are willing to show them kindness to help them have a better life.

‘It’s helping hundreds of people,” Berry said, “and our city is more beautiful than ever.”

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Colby Itkowitz is the lead anchor of the Inspired Life blog. She previously covered the quirks of national politics and the federal government. [Follow @colbyitkowitz](#)

The Post Recommends

Opinion

The true, correct story of what happened at Donald Trump’s inauguration

This is the true story that has been hidden for so long.

Analysis

Laziness isn’t why people are poor. And iPhones aren’t why they lack health care.

The real reasons people suffer poverty don't reflect well on the United States.

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McCain played nice when candidate Trump questioned his war-hero status. He doesn't have to anymore.

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Denver Human Services

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Denver Human Services (/content/denvergov/en/denver-human-services.html) / Community Outreach (/content/denvergov/en/denver-human-services/community.html)
/ Denver Day Works Program

DENVER DAY WORKS PROGRAM



The Denver Day Works Pilot Program is designed to provide a low to no barrier work experience for people throughout the city who are experiencing homelessness, with a specific focus toward engaging those not actively connected to supportive day services.

The initial pilot program (from Nov. 1, 2016 to Oct. 31, 2017) is funded through a partnership between Denver's Road Home, Denver Public Works, Denver Parks and Recreation and Denver Human Services.

Program Facts

- More than 60 people have received work experience in the program
- 15 participants have found permanent employment - 4 of those with the City & County of Denver
- Current work sites include Denver Parks & Recreation, Denver Public Works, and Denver Public Library

Who can participate?

- Individuals who are experiencing homelessness are identified as potential participants
- Individuals interested in working on a Denver Day Works site are initially assessed for job readiness.
- Those who are not yet job-ready are connected to resources to help them establish their job-readiness and be connected to a work site as soon as feasible.
- Those who are job-ready are invited to an orientation, then referred to a job site and provided with information relating to location, contact person, proper attire, etc.

How does it work?

- Participants are given the option of working a full day or half day shift.
- Through a partnership with Key Bank, Bayaud Enterprises, the contractor administering the program on behalf of the city, pays Denver Day Works participants at the end of each shift. Key Bank will also offer financial planning services at no cost to participants.
- Workers at city job sites are paid based on the city's ordinance guidelines.
- If a client does not have access to identification, they are offered the same work experience as others and will instead be provided other supportive services.
- Initial background checks are not required, though may be required for longer term employment following their time with Denver Day Works.
- **Refer potential participants to Bayaud Enterprises at 303-830-6885**



City and County of Denver Mayor Michael B. Hancock with a Denver Day Works employee.

October 4, 2016

Mayor Emanuel Announces New Program To Employ And Deliver Services To 100 Homeless Individuals

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[Pilot to Help 100 Homeless Individuals who Panhandle Gain Employment Skills](#)

Mayor's Press Office 312.744.3334



Download this Press Release

Mayor Rahm Emanuel and the Department of Family Supports and Services (DFSS) Commissioner Lisa Morrison Butler announced today the innovative Day for Change initiative—a jobs program that will provide up to 100 homeless individuals an opportunity to connect to services while earning a modest wage. A Day for Change will connect homeless panhandlers with temporary employment opportunities and supportive services.

"We as a City cannot thrive until each and every one of our residents can thrive, which is why we are committed to addressing homelessness in a way that will help our most vulnerable residents get the care they need to become housed once again," said Mayor Emanuel. "This pilot will provide an opportunity for homeless residents to earn a day of pay for temporary employment, and the chance they need to gain steady housing and employment that will allow them get their lives back on their feet."

Starting this month, the Day for Change pilot program will engage homeless panhandlers, individuals who publicly and regularly request money or goods from strangers for personal use, and provide them an alternative avenue to earn a basic wage and wraparound supports that will help them transition into housing.

"We are working to create a system where cases of homelessness are rare, brief, and non-recurring," said Department of Family and Support Services (DFSS) Commissioner Lisa Morrison Butler. "This program is a creative way to engage this hard-to-reach population. Similar to the Chronic Homelessness Pilot, we will take the lessons learned in A Day for Change and apply them more broadly to help other residents experiencing homelessness due to a lack of income."

The new program is modeled after a similar, successful effort in Albuquerque NM. It is the latest in a series of investments to address homelessness, and underscores the administration's commitment to supporting the homeless with programs and services they need to transition into permanent housing.

Through a partnership with one of DFSS' delegate agencies, A Safe Haven, the city will dispatch work vans to targeted areas of the city with a large concentration of panhandlers, approaching them with an opportunity to earn a fair wage for a set amount of work. Participants will be paid in cash and have an opportunity to earn \$15 per hour for labor on projects including cleanup and maintenance of vacant lots, abandoned properties, and trash collection near expressways. A Day for Change will serve more than 100 unique individual workers by the end of the three month pilot period.

"A Day for Change marks an incredible opportunity to rethink our approach and provide individuals in crisis access to comprehensively rebuild and transform their lives," said Neli Vazquez Rowland, president and co-founder of A Safe Haven Foundation. "A Day for Change promises to be a powerful first step that will allow all public and private stakeholders to engage in creating access to housing and employment opportunities for one of Chicago's most underserved populations."

Throughout the course of the pilot, each participant will be eligible to earn up to \$600 annually, and will receive meals, transportation, behavioral health services, job preparedness training, healthcare screenings, hygiene care, and interim housing. Because many of the eligible participants may not have proper identification required to use gift cards, they will be paid in cash.

Funding for the program will be provided by the proceeds of the 4 percent homelessness surcharge established by the Mayor's ordinance to regulate house sharing companies like Airbnb. Since the surcharge took effect in July, the City has collected more than \$500,000 to be reinvested in homeless prevention initiatives.

Utilizing the There's a Better Way model first implemented in Albuquerque, A Safe Haven, will employ two case managers to staff the program, with oversight by a program supervisor. In addition to ensuring that each participant is physically able to participate through an on-site assessment of fitness, these staff members will connect participants to other forms of long-term care through referrals to hospitals and social service agencies as needed.

The launch of A Day for Change follows the city's launch of the Chronic Homelessness Pilot, an unprecedented program designed to house individuals impacted by the most chronic bouts of homelessness. The pilot program is underway with a goal of serving the 75 initial clients, and with a stated plan to apply lessons learned by the pilot to inform the city's broader approach on homeless outreach. With less than half of the initial clients remaining to be housed, the Mayor has called upon landlords to support this mission with additional housing units to supplement a shortage of housing options in specific areas, and to help eligible candidates get back on their feet.

Under the leadership of Mayor Emanuel, the City of Chicago has made important progress in improving outreach and service to homeless residents, and decreased the overall number of residents impacted by temporary and chronic homelessness by 13%. These improvements and the overall decline in homelessness are due in large part to lessons learned by the city's participation in the Ending Veteran Homelessness Initiative (EVHI), a national campaign to end homelessness among Veterans. Through participation in EVHI and application of the "One List" coordinated access system, the city has improved its ability to identify and match homeless individuals to housing resources—housing more than 2,500 veterans since 2015 and exceeding the city's initial goal for the project.

To ensure that the City has enough affordable housing to support families and residents around the city, Mayor Emanuel has overseen the following improvements since taking office: passed the Affordable Requirements Ordinance (ARO) to create approximately 1,200 units of housing and generate \$90 million in funding by 2020; worked with housing advocates to pass the Single Room Occupancy (SRO) Preservation ordinance to retain 700 SRO units in gentrifying areas by the end of 2018; and leveraged new revenue through a \$2 million annual surcharge from the house sharing industry to serve 300 homeless individuals with housing and wraparound services each year.

###



Jeff Levine, AICP
Director, Planning & Urban Development Department

Memorandum

To: HHS Committee
From: Jeff Levine, Director
Date: March 24, 2017
Re: Draft Map and Revised Conditional Use Standards for Shelters

Attached are the following items:

- A revised map of zones proposed to permit emergency shelters. This map now includes the I-Lb zone that was not on the earlier map. It also adds the B-5 zone as a zone where shelters would be permitted – on the last draft that was listed as an option and we believe we heard that you would like to include it. It does not include the B-5b zone along West Commercial Street;
- A list of proposed conditions for shelters revised based on your comments at the February 14 HHS meeting. As a conditional use, any shelter would have to be approved by the Planning Board or Board of Appeals as meeting these conditions, as well as the standard conditions for all conditional uses. I also include the current conditions for shelters as reference, though they would be superseded by this new list. Note that shelters are currently reviewed by the Planning Board or staff. In the proposed revisions shelters that are subject to Site Plan Review would be reviewed by the Planning Board and others would be reviewed by the Board of Appeals;
- Two reference maps showing ¼ mile and ½ mile buffers around existing transit lines. One proposed condition of permitting a shelter would be to require that the operators provide adequate access to transit. Generally, ¼ mile is the maximum distance that is considered reasonable for walking to transit. Given how much that might limit locational decisions, this draft provides for up to ½ mile distance if the shelter offers options for residents to stay on-site and implements a strategy to get residents to and from the shelter.

I hope these items are helpful as you discuss this issue.

DRAFT PROPOSED CONDITIONAL USE STANDARDS FOR SHELTERS
3/24/17 VERSION

4. Emergency shelters, subject to the following conditions, in addition to the provisions of section 14-474. Notwithstanding section 14-474(a) or any other provision of this Code, the Planning Board shall be substituted for the Board of Appeals as the reviewing authority for any shelter also subject to Level III site plan review:
 - a. The facility shall provide adequate space for conducting security searches and other assessments;
 - b. The facility shall be designed with a centralized shelter operations office on each level providing sight lines to sleeping areas;
 - c. A Management Plan adequately outlining the following areas shall be provided: Management responsibilities; Process for resolving neighborhood concerns; Staffing; Access restrictions; On-site surveillance; Safety measures; Controls for resident behavior and noise levels; and Monitoring Reports.
 1. Adequate access to and from METRO service~~transit~~ shall be provided. The facility shall be within a ¼ mile of a METRO~~transit~~ line, or shall be within ½ mile of a METRO~~transit~~ line and provide adequate indoor space to permit all shelter guests day shelter, as well as implement strategies to help residents utilize transit;
 2. The facility shall provide on-site services to support residents, such as case management, life skills training, counseling, employment and educational services, or other programs.
 - d. Suitable laundry, kitchen, pantry, bicycle storage, and secure storage facilities for shelter stayers shall be provided on-site;
 - e. An outdoor area for guest use shall be provided on-site with adequate screening to protect privacy of guests;

Existing Standards for all Conditional Uses (Section 14-474):

2. *Standards.* The Board shall, after review of required materials, authorize issuance of a conditional use permit, upon a showing that the proposed use, at the size and intensity contemplated at the proposed location, will not have substantially greater negative impacts than would normally occur from surrounding uses or other allowable uses in the same zoning district. The Board shall find that this standard is satisfied if it finds that:

- a. The volume and type of vehicle traffic to be generated, hours of operation, expanse of pavement, and the number of parking spaces required are not substantially greater than would normally occur at surrounding uses or other allowable uses in the same zone; and
- b. The proposed use will not create unsanitary or harmful conditions by reason of noise, glare, dust, sewage disposal, emissions to the air, odor, lighting, or litter; and
- c. The design and operation of the proposed use, including but not limited to landscaping, screening, signs, loading, deliveries, trash or waste generation, arrangement of structures, and materials storage will not have a substantially greater effect/impact on surrounding properties than those associated with surrounding uses or other allowable uses in the zone.

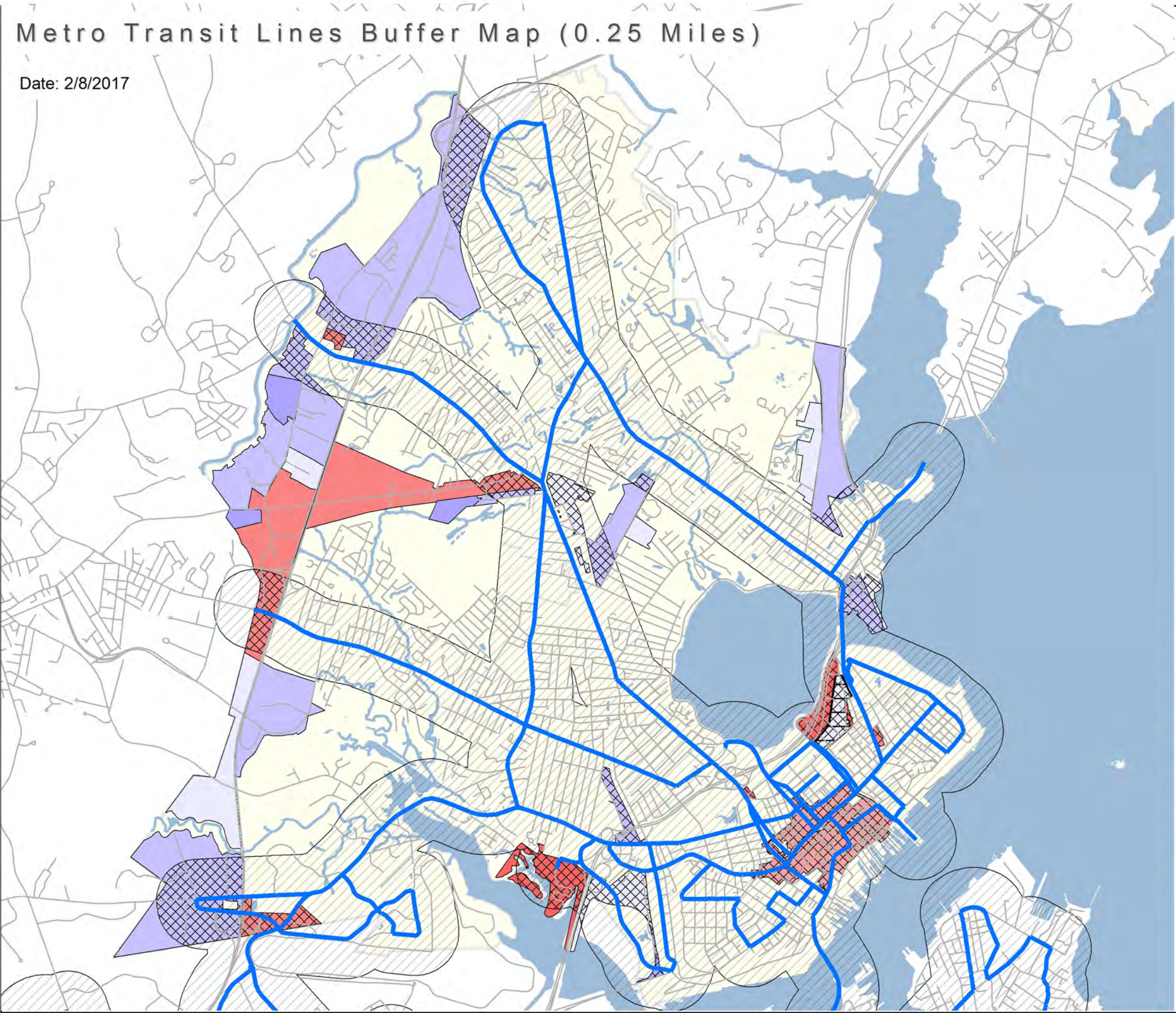
Existing Conditional Use Standards for Shelters

(a) The following use is permitted as provided in section 14-474 (conditional uses), provided that, notwithstanding section 14-474(a) or any other provision of this Code, the planning authority shall be substituted for the board of appeals as the reviewing authority:

- 4. Emergency shelters, subject to the following conditions, in addition to the provisions of section 14-474:
 - a. The facility shall be in compliance with the city's current Comprehensive Housing Assistance Plan, a copy of which is on file in the department of planning and urban development, or, if there is no current edition of the Comprehensive Housing Assistance Plan, with a determination of need by the director of the department of health and human services.
 - b. The facility shall be registered with the City of Portland Department of Health and Human Services.

Metro Transit Lines Buffer Map (0.25 Miles)

Date: 2/8/2017

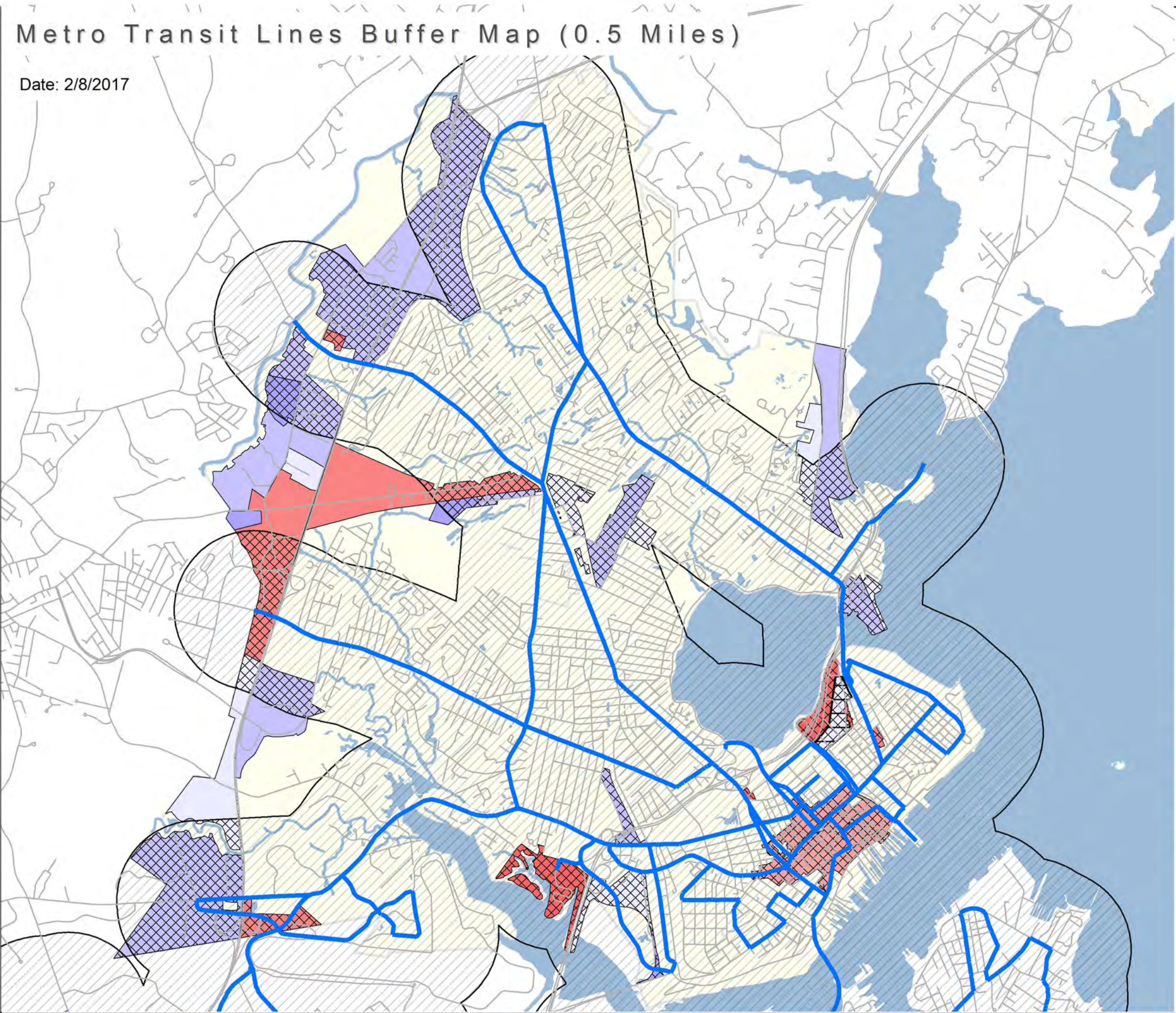


- Metro Transit Lines
- ▨ 1/4 Mile Applicable Buffer
- ▧ 1/4 Mile Buffer
- B3* Downtown Business
- B4 Commercial Business
- B5 Urban Commercial Business
- IL Industrial - Low Impact
- ILb Industrial - Low Impact
- IM Industrial - Moderate Impact
- IH Industrial - High Impact

1:40,000

Metro Transit Lines Buffer Map (0.5 Miles)

Date: 2/8/2017

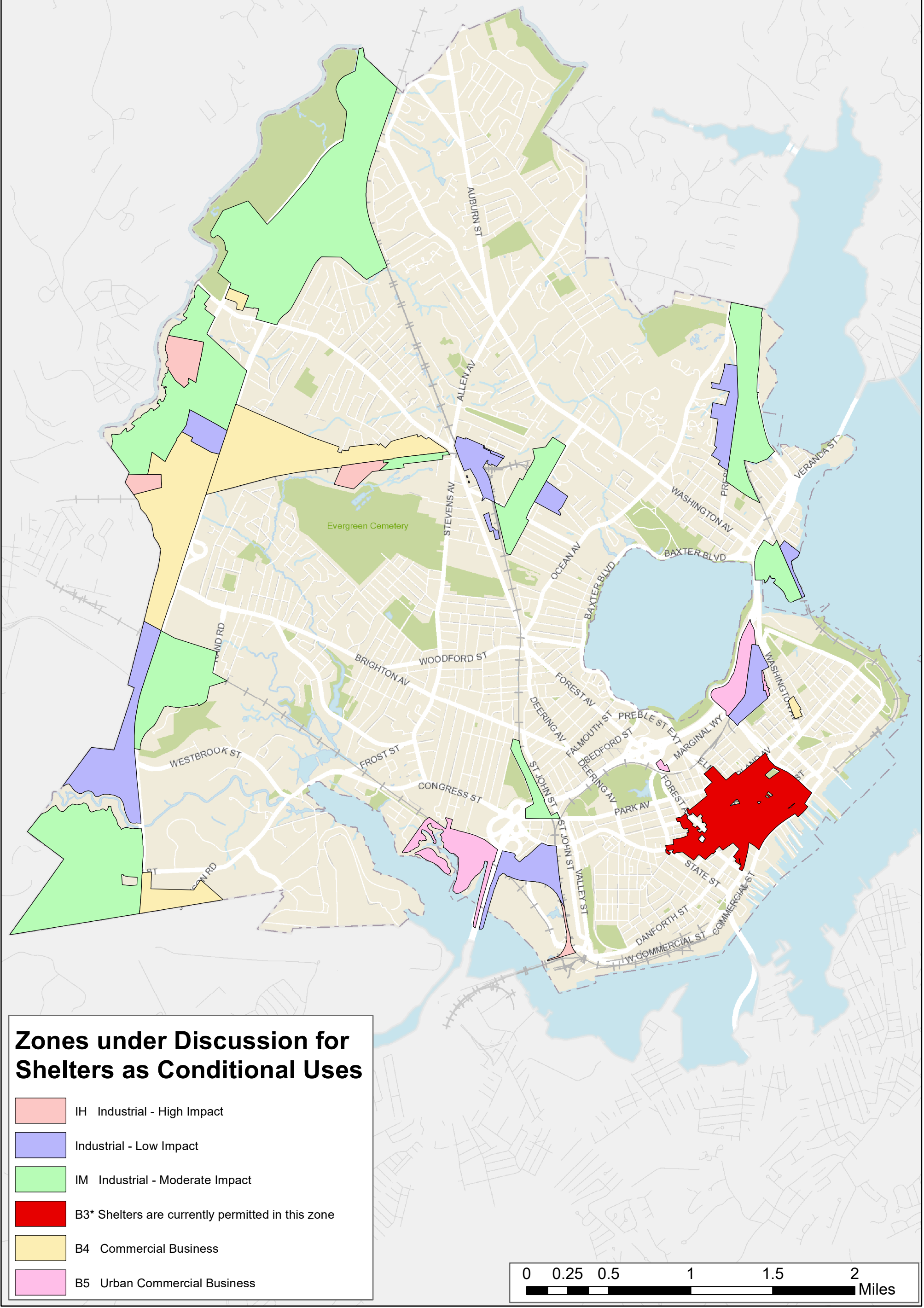


- Metro Transit Lines
- ▨ Applicable 1/2 Mile Buffer
- ▨ 1/2 Mile Buffer
- B3* Downtown Business
- B4 Commercial Business
- B5 Urban Commercial Business
- IL Industrial - Low Impact
- ILb Industrial - Low Impact
- IM Industrial - Moderate Impact
- IH Industrial - High Impact

1:40,000

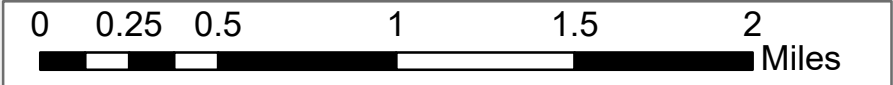
Shelter Zoning Discussion Map: Shelters Currently Only Permitted in the Red (B-3) Zone

DRAFT



Zones under Discussion for Shelters as Conditional Uses

- IH Industrial - High Impact
- IL Industrial - Low Impact
- IM Industrial - Moderate Impact
- B3* Shelters are currently permitted in this zone
- B4 Commercial Business
- B5 Urban Commercial Business



City of Portland Noise Ordinance

- The ordinance does not regulate noise in the residential zone.
- In the business zones, the regulation is usually located in the last section for each zone. Labeled either “external effects”, “Other requirements” or “Performance standards”.
- Regulated at the end of I-L, I-M and I-H and waterfront zones (EWPZ, WCZ & WPDZ).
- **Definitions:**
 - a. Tonal sounds are defined as sound waves usually perceived as a hum or whine because their instantaneous sound pressure varies essentially as a simple sinusoidal function of time.
 - b. Impulse sounds are defined as sound events characterized by brief excursions of sound pressure, each with duration of less than one (1) second.
- **Measurement:** Measurements shall be made at all major lot lines of the site, at a height of at least four (4) feet above the ground surface. In measuring sound levels under this section, sounds with a continuous duration of less than sixty (60) seconds shall be measured by the maximum reading on a sound level meter set to the A weighted scale and the fast meter response (L maxfast). Sounds with a continuous duration of sixty (60) seconds or more shall be measured on the basis of the energy average sound level over a period of sixty (60) seconds (LEQ1). The volume of sound is measured by a sound level meter with frequency weighting network (manufactured according to standards prescribed by the American Standards Association).
- **Sound abatement** for B-5, B-5b, I-L, I-Lb, I-M, I-Ma, I-Mb, I-H, I-Hb, B-6, B-7, EWPZ, WPDZ: In addition to the sound level standards established above, all uses located within this zone shall employ best practicable sound abatement techniques to prevent tonal sounds and impulse sounds or, if such tonal and impulse sounds cannot be prevented, to minimize the impact of such sounds in residential zones.
- **Exemption** for B-5, B-6, B-7 and all Industrial Zones:
 - a. Noises created by construction and maintenance activities between 7:00 a.m. and 10:00 p.m. are exempt from the maximum permissible sound levels set forth in subsection (a)3 of this section. Construction activities on a site abutting any residential use between the hours of 10:00 p.m. of one (1) day and 7:00 a.m. of the following day shall not exceed **fifty (50) dBA**.
 - b. The following uses and activities shall also be exempt from the requirements of subsection (a)3 of this section:
 - i. The noises of safety signals, warning devices, emergency pressure relief valves, and any other emergency devices.
 - ii. Traffic noise on public roads or noise created by airplanes and railroads.
 - iii. Noise created by refuse and solid waste collection, provided that the activity is conducted between 6:00 a.m. and 7:00 p.m.
 - iv. Emergency construction or repair work by public utilities, at any hour.
 - v. Noise created by any recreational activities which are permitted by law and for which a license or permit has been granted by the city, including but not limited to parades, sporting events, and fireworks displays.

Zone	Decibel Limit
Residence-Professional (R-P)	Shall not exceed fifty-five (55) decibels on the A scale, on impulse (less than one (1) second), at lot boundaries, excepting air raid sirens and similar warning devices.
Neighborhood Business (B-1)	Shall not exceed fifty-five (55) decibels on the A scale, on impulse (less than one (1) second), at lot boundaries, excepting air raid sirens and similar warning devices.
Neighborhood Business (B-1b)	Shall not exceed fifty-five (55) decibels on the A scale, on impulse (less than one (1) second), at lot boundaries, excepting air raid sirens and similar warning devices.
Community Business (B-2)	Except as provided in 14-183(1)(iii)(2)(relating to Drive-throughs), the volume of sound, shall not exceed sixty (60) decibels on the A scale between 7:00 a.m. and 9:00 p.m. and fifty-five (55) decibels on the A scale between 9:00 p.m. and 7:00 a.m., on impulse (less than one (1) second), at lot boundaries, excepting air raid sirens and similar warning devices.
Community Business (B-2b)	Except as provided in 14-183(1)(iii)(2)(relating to Drive-throughs), the volume of sound, shall not exceed sixty (60) decibels on the A scale between 7:00 a.m. and 9:00 p.m. and fifty-five (55) decibels on the A scale between 9:00 p.m. and 7:00 a.m., on impulse (less than one (1) second), at lot boundaries, excepting air raid sirens and similar warning devices.
Community Business (B-2c)	Except as provided in 14-183(1)(iii)(2)(relating to Drive-throughs), the volume of sound, shall not exceed sixty (60) decibels on the A scale between 7:00 a.m. and 9:00 p.m. and fifty-five (55) decibels on the A scale between 9:00 p.m. and 7:00 a.m., on impulse (less than one (1) second), at lot boundaries, excepting air raid sirens and similar warning devices.
Downtown Business (B-3)	The level of sound inherently and recurrently within the B-3 and B-3b zones shall not exceed fifty-five (55) decibels on the A scale between the hours of 9:00 p.m. and 7:00 a.m., and sixty (60) decibels on the A scale between 7:00 a.m. and 9:00p.m. at the boundaries of any lot nor within publicly accessible pedestrian open space, except for sound from construction activities, sound from traffic on public streets, sound from temporary activities such as festivals, and sound created as a result of, or relating to, an emergency, including sound from emergency warning signal devices.
Downtown Business (B-3b)	The level of sound inherently and recurrently within the B-3 and B-3b zones shall not exceed fifty-five (55) decibels on the A scale between the hours of 9:00 p.m. and 7:00 a.m., and sixty (60) decibels on the A scale between 7:00 a.m. and 9:00p.m. at the boundaries of any lot nor within publicly accessible pedestrian open space, except for sound from construction activities, sound from traffic on public streets, sound from temporary activities such as festivals, and sound created as a result of, or relating to, an emergency, including sound from emergency warning signal devices.

Downtown Business (B-3c)	The level of sound inherently and recurrently within the B-3 and B-3b zones shall not exceed fifty-five (55) decibels on the A scale between the hours of 9:00 p.m. and 7:00 a.m., and sixty (60) decibels on the A scale between 7:00 a.m. and 9:00p.m. at the boundaries of any lot nor within publicly accessible pedestrian open space, except for sound from construction activities, sound from traffic on public streets, sound from temporary activities such as festivals, and sound created as a result of, or relating to, an emergency, including sound from emergency warning signal devices.
Commercial Corridor (B-4)	Shall not exceed sixty-five (65) decibels on the A scale between 7:00 a.m. and 9:00p.m. and sixty (60) decibels on the A scale between 9:00 p.m. and 7:00 a.m., on impulse (less than one (1) second), off premises at source of complaint, excepting air raid sirens and similar warning devices.
Urban Commercial Mixed Use (B-5)	Maximum permissible sound levels: The maximum permissible sound level of any continuous, regular or frequent source of sound produced by an activity shall be as follows: a. Sixty (60) dBA between the hours of 7:00a.m. and 10:00 p.m. b. Fifty (50) dBA between the hours of 10:00p.m. and 7:00 a.m., as measured at or within the boundaries of any residential zone.
Urban Commercial Mixed Use (B-5b)	Maximum permissible sound levels: The maximum permissible sound level of any continuous, regular or frequent source of sound produced by an activity shall be as follows: a. Sixty (60) dBA between the hours of 7:00a.m. and 10:00 p.m. b. Fifty (50) dBA between the hours of 10:00p.m. and 7:00 a.m., as measured at or within the boundaries of any residential zone.
Airport Business (A-B)	Shall not exceed sixty (60) decibels on the A scale, on impulse (less than one (1) second at lot boundaries), excepting air raid sirens and similar warning devices.
Island Business (I-B)	Shall not exceed sixty (60) decibels on the A scale between 7:00 a.m. and 9:00 p.m. and fifty-five (55) decibels on the A scale between 9:00 p.m. and 7:00 a.m., on impulse (less than one (1) second), at lot boundaries, excepting air raid sirens and similar warning devices.
Industrial (I-L)	Maximum permissible sound levels: The maximum permissible sound level of any continuous, regular or frequent source of sound produced by an activity shall be as follows: a. Sixty (60) dBA between the hours of 7:00a.m. and 10:00 p.m. b. Fifty (50) dBA between the hours of 10:00p.m. and 7:00 a.m., as measured at or within the boundaries of any residential zone.
Industrial (I-Lb)	Maximum permissible sound levels: The maximum permissible sound level of any continuous, regular or frequent source of sound produced by an activity shall be as follows: a. Sixty (60) dBA between the hours of 7:00a.m. and 10:00 p.m. b. Fifty (50) dBA between the hours of 10:00p.m. and 7:00 a.m., as measured at or within the boundaries of any residential zone.

Industrial (I-M)	Maximum permissible sound levels: The maximum permissible sound level of any continuous, regular or frequent source of sound produced by an activity shall be as follows: a. Seventy (70) dBA between the hours of 7:00a.m. and 10:00 p.m. b. Fifty-five (55) dBA between the hours of 10:00 p.m. and 7:00 a.m., as measured at or within the boundaries of any residential zone.
Industrial (I-Ma)	Maximum permissible sound levels: The maximum permissible sound level of any continuous, regular or frequent source of sound produced by an activity shall be as follows: a. Seventy (70) dBA between the hours of 7:00a.m. and 10:00 p.m. b. Fifty-five (55) dBA between the hours of 10:00 p.m. and 7:00 a.m., as measured at or within the boundaries of any residential zone.
Industrial (I-Mb)	Maximum permissible sound levels: The maximum permissible sound level of any continuous, regular or frequent source of sound produced by an activity shall be as follows: a. Seventy (70) dBA between the hours of 7:00a.m. and 10:00 p.m. b. Fifty-five (55) dBA between the hours of 10:00 p.m. and 7:00 a.m., as measured at or within the boundaries of any residential zone.
Industrial (I-H)	Maximum permissible sound levels: The maximum permissible sound level of any continuous, regular or frequent source of sound produced by an activity shall be as follows: a. Seventy-five (75) dBA between the hours of 7:00 a.m. and 10:00 p.m. b. Fifty-five (55) dBA between the hours of 10:00 p.m. and 7:00 a.m., as measured at or within the boundaries of any residential zone.
Industrial (I-Hb)	Maximum permissible sound levels: The maximum permissible sound level of any continuous, regular or frequent source of sound produced by an activity shall be as follows: a. Seventy-five (75) dBA between the hours of 7:00 a.m. and 10:00 p.m. b. Fifty-five (55) dBA between the hours of 10:00 p.m. and 7:00 a.m., as measured at or within the boundaries of any residential zone.
Office Park (O-P)	The volume of sound, measured by a sound level meter with frequency weighting network (manufactured according to standards prescribed by the American Standards Association), generated shall not exceed sixty (60) decibels on the A scale, on impulse (less than one (1) second), at lot boundaries, excepting air raid sirens and similar warning devices.
Eastern Waterfront Mixed (B-6)	Maximum permissible sound levels: The maximum permissible sound level of any continuous, regular or frequent source of sound produced by an activity shall be as follows: a. Sixty (60) dBA between the hours of 7:00a.m. and 10:00 p.m. b. Fifty (50) dBA between the hours of 10:00p.m. and 7:00 a.m., as measured at or within the boundaries of any residential zone.

Mixed Development District (B-7)	Maximum permissible sound levels: The maximum permissible sound level of any continuous, regular or frequent source of sound produced by an activity shall be as follows: a. Sixty (60) dBA between the hours of 7:00a.m. and 10:00 p.m. b. Fifty (50) dBA between the hours of 10:00p.m. and 7:00 a.m., as measured at or within the boundaries of any residential zone.
Eastern Waterfront Port (EWPZ)	The level of sound, measured by a sound level meter with frequency weighting network (manufactured according to standards prescribed by the American National Standards Institute, Inc.), inherently and recurrently generated within the EWPZ between the hours of 7:00 p.m. and 7:00 a.m. from facilities or operations commenced on or after July 1, 1988, shall not exceed fifty-five (55) decibels on the A scale at or within the boundaries of any residential zone, except for sound from construction activities, sound from traffic on public streets, sound from temporary activities such as festivals, sound created as a result of, or relating to, an emergency, including sound from emergency warning signal devices, and maritime navigation signals.
Waterfront Central (WCZ)	The level of sound, measured by a sound level meter with frequency weighting network (manufactured according to standards prescribed by the American National Standards Institute, Inc.), inherently and recurrently generated within the waterfront central zone shall not exceed seventy-five (75) decibels on the A scale at the boundaries of any lot, except for sound from construction activities, sound from traffic on public streets, sound from temporary activities such as festivals, and sound created as a result of, or relating to, an emergency, including sound from emergency warning signal devices.
Waterfront Port Development (WPDZ)	The level of sound, measured by a sound level meter with frequency weighting network (manufactured according to standards prescribed by the American National Standards Institute, Inc.), inherently and recurrently generated within the waterfront port development zone between the hours of 7:00 p.m. and 7:00 a.m. from industrial facilities or operation commenced on or after July 1, 1988, shall not exceed fifty-five (55) decibels on the A scale at or within the boundaries of any residential zone, except for sound from construction activities, sound from traffic on public streets, sound from temporary activities such as festivals, and sound created as a result of, or relating to, an emergency, including sound from emergency warning signal devices.

Submitted on 3/13/17 by:

Michael A. Russell, Director, Permitting and Inspections Department

To: City of Portland: Jon Jennings, City Manager;
Ethan Strimling, Mayor; and City Council

From: Casey Gilbert, Executive Director, Portland Downtown

Date: April 10, 2016

Subject: Noise/Sound in Downtown Recommendations



Portland is growing. The demand for residential housing has spurred investment both on and off the peninsula. Portland is recognized nationally and ever-increasingly on a global scale as a destination. The city has a thriving arts & music culture that drives tourism and attracts people to live and work in Portland. The ‘foodie’ scene – our award winning chefs and restaurants and a growing craft beer and distillery business – is drawing more and more entrepreneurs and is another factor that drives tourism. It is no longer just lobsters and lighthouses.

Over the past few years, there has been increasing friction between those who live and stay in Downtown – both full-time residents, part-time residents and visitors – and the nightlife/entertainment sector. Complaints have been filed at city hall, but many feel their voices are not being heard. Portland Downtown is in a unique position to hear from both sides, as we represent business owners, residents and visitors alike. We are invested in the success of Downtown and want to support Portland as it grows.

Upon the request of Councilor Suslovic and City Manager Jon Jennings, Portland Downtown hosted two open forums to discuss issues surrounding noise/sound in Downtown. The first forum occurred on January 27th, 2016 and the second on February 24th, 2016. Attached are the minutes from both of those forums. Around the table were representatives from the hotel industry, owners of restaurants and bars, residents, and owners and managers of other businesses who simply have an interest in seeing Downtown thrive. We feel that all interests were represented and that the forum provided an opportunity to hear concerns on all sides of the issue.

The result of the forums is the following list of recommendations for your consideration.

Recommendations

i. The City, under the guidance of corporate counsel, should review its DEOZ, B-3 zoning ordinance and licensing pertaining to sound and entertainment/nightlife to correct inherent conflicts and clarify the ordinances and expectations as they pertain to sound in Downtown.

ii. The Sound Oversight Committee should (a) meet on a regular basis, (b) revisit how a noise complaint is handled, and (c) offer a method for mediation between the complainant and the business that may be in violation.

iii. Anyone applying for a building permit within the Downtown Entertainment Overlay Zone (DEOZ) should be encouraged, not required, during the permitting process to build according to a code that will withstand noise, using best practices and suggested STC Ratings.

iv. City of Portland should have an independent sound engineer install devices (ambient monitors) throughout Downtown to measure the ambient noise level. This will be useful as a baseline for any future ordinance revisions.

v. Businesses applying for an entertainment license in the DEOZ zone shall be encouraged to monitor their sound system and reduce the use of 63 hertz bandwidth (which was identified by sound engineers in our sound forums as the bandwidth that causes the most annoyance/complaints). This suggestion could also be used by the Sound Oversight Committee as a suggested change for licensed bars/entertainment licensees to mitigate noise when there are ongoing complaints.

vi. Hire a full-time position at the City of Portland that specifically deals with Ordinance Enforcement (eg. Ordinance Enforcement Officer).

vii. Enforce the existing ordinance, which prohibits the use of outdoor speakers in the Portland Downtown footprint except in the instance of special one-time event licenses, or where licensing specifically allows.

We understand that some of these recommendations may be easier to implement than others. Please know that we stand in support of the city and want to help in any way that we can to find a more equitable solution for all involved. Should you have any follow-up questions regarding the process or our recommendations, I would welcome a conversation.

Sincerely,

Casey T Gilbert
Executive Director

PERMITTING EVENTS IN PUBLIC SPACE - BACKGROUND INFORMATION

The Parks, Recreation & Facilities Department issues permits for approximately 650 events city-wide. In recent years, the number of events has put a strain on the city's resources and has put stress on some Public Spaces (specifically Parks).

Efforts are being made to ease the strain on the Administrative Staff through new software, streamlining the permitting process, and potential on-site coverage adjustments.

We are also implementing new policies that should help protect our parks, encourage more public usage, and increase our ability to successfully manage the number of events in Portland.

Attached is a breakdown of the approximate number of events, event types, and locations. Also provided are the proposed adjustments to the current scheduling policies.

<u>LOCATION</u>	<u>EVENTS</u>	<u>% of total events</u>	
Congress Square	153	23.6%	146 Friends of Congress Square
Deering Oaks	74	11.4%	30 Farmers Market
Monument Square	60	9.3%	28 Farmers Market
Fort Allen	38	5.9%	
Baxter Blvd.	31	4.8%	
Payson Park	31	4.8%	
Preble Grass/Lot	29	4.5%	
Fish Point	24	3.7%	
Eastern Prom	22	3.4%	
East End Beach	8	1.2%	
All Others	177	27.4%	
<u>TOTAL</u>	<u>647</u>		

<u>CATEGORY</u>	<u>EVENTS</u>	<u>% of total events</u>
Weddings	62	9.5%
Races	58	8.9%
Farmers Market	58	8.9%
Walkathons	35	5.4%
Photo Shoots (days)	29	4.4%
Sundays On the Boulevard	28	4.3%
Concerts (not Maine State Pier)	24	3.7%
Block Parties	13	2.0%
March	12	1.8%
First Friday	12	1.8%
Rally	11	1.7%
Parade	7	1.0%
All Others	298	46.0%
<u>TOTAL</u>	<u>647</u>	

Event Scheduling Policy for Portland Parks and Open Spaces

Special events, races, weddings and other events are welcomed within Portland's parks.

Chapter 18 of the City Code entitles the Parks and Recreation Director (or their designee) to promulgate rules and regulations in order to implement the permit section of the Parks ordinance.

The following rules are proposed in order to discourage overuse and damage to parks, to reduce the impact on abutting neighborhoods, for public safety, and to ensure a healthy balance between private use and public use of public spaces.

Event Scheduling

No more than one special event/race will be scheduled per park, per day.

Example: a Saturday at Deering Oaks Park; if Farmers Market is held in the morning, then an event in the afternoon cannot be held.

Many event organizers hold their event on the same day each year. In situations where there is currently more than one event per park, per day, those events are grandfathered in until they choose to not continue with their event in that time slot, in which case that "slot" would not become available to a new group.

Weddings

Weddings will be limited to 1 per day, per park, with a limit of 3 weddings per week at any given park. Appropriate Wedding locations are being discussed internally and will be designated by Parks, Recreation & Facilities Staff.

Event-Free Weekends

At Preble Street Grass / Parking Lot Area and Payson Park, the 1st "full weekend" of each month will be set aside as solely public use for each park. Any new events added to the calendar for these two parks would not be scheduled for the first "full weekend."

Implementation

Booking of events from year to year will stay the same: a group may reserve their same date, same location, same time frame, each successive year (i.e. 3rd Sunday in May, morning hours at Preble Street Grass). If they wish to change the date, time, location, then the new policy comes into effect.