

## Ed Garren Responses to Candidate Forum Questions

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### **Land Use:**

- 1) The residential population in Portland will continue to increase in the coming years. How can the city expand its residential population while ensuring that there are housing opportunities for all income levels?***

The city can and should focus on a more diverse strategy for housing. Currently, there are a few favored paradigms, one of them is growing “up”, which has its limitations. The city should also encourage more housing diversity, creation of floating homes, allowing innovations in manufactured and pre-fab housing to become more incorporated into the city’s housing scheme. As someone who lives in a manufactured housing community, I know that truly affordable housing (1,300 sq.ft. for less than \$100,000) can be created if the city looks at ways to create communities such as mine, where land is owned cooperatively by the community of individual shareholders.

- 2) The need to encourage increased employment and business vitality in the city will be critical to supporting Portland’s expanding population. How do you propose to support business development in the city without sacrificing neighborhood livability and critical residential amenities such as open space?***

Because I am a small business owner, and I understand the importance and vitality that small businesses bring to any community. Locally owned and managed businesses are always better for a community. I proposed the moratorium that stopped Wal-Mart from coming to Hayden Island. Also, the city should become the hub of “Green Collar” jobs and “Green” manufacturing. New technology is coming, and we should be the leader in its development and manufacture.

### **Transportation:**

- 1) Increased congestion in the city will affect the local economy and public health as well as contribute to global warming. How will you ensure that the people and goods will be able to move smoothly in and out of the city? How will you pay for these improvements?***

The region needs good transportation systems. Particularly rail and highway. As oil becomes more expensive, rail transport, and water transport to points up the Columbia and Snake rivers will continue to become more important. I serve on the CRC Community and Environmental Justice Group. The new bridge is needed, but only if the federal government pays for a significant portion of it. Any tolls, particularly excessive tolls, are a problem and should not be allowed except as a last resort.

- 2) Pedestrian and bicycle safety are chief concerns for Northeast neighbors. What initiatives do you plan to undertake to ensure that residents can safely walk and bike to work, shop and play? How will you pay for these improvements?***

Portland has many very dark streets. Too many do not have sidewalks, or safe bike trails. Pedestrians and cyclists need to be as visible as possible, including lights and reflective

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devices on person and cycle. Making sure that pedestrians and cyclists at night are visible, with a public education campaign, coupled with the availability of reflective equipment would help without costing taxpayers.

If funds are available, then things like the bike box program, bike lanes on streets, etc. will all help as well. And of course, keeping holes and other hazards repaired is essential.

### **Public Safety:**

- 1) We have seen a significant spike in gang activity and youth violence, however the East precinct continues to be understaffed and funding for gang and youth intervention programs are also very low compared to historic levels. How do you plan on addressing issues of gang and youth violence in Northeast Portland? What increase in funding for the East precinct and intervention programs do you have planned?***

I have significant employment experience with “high risk” youth, who often join gangs because it is the best “mentoring” they can get. It is impossible to separate the need for after school programs, mentoring programs and summer jobs/after school jobs from reducing gang activity. A law enforcement approach is important, but it is not the only solution. A strong “Community Policing” strategy helps, so that law enforcement is more of a neighborhood partner, and less an authoritarian presence that is seen as intrusive.

We need more funding for law enforcement all over the city. Some of it should come from the federal government via block grants.

- 2) Graffiti and vandalism continue to cost local businesses thousands and thousands of dollars. What initiatives do you have planned for supporting graffiti abatement, investigation of vandalism, and the prosecution of vandals in the city?***

“Tagging” and other acts of vandalism are often related to gang activity. One solution is a strong community service program for offenders, so that those convicted of tagging or other vandalism will be sentenced to serve every Saturday for a year cleaning graffiti, and doing other community service as a consequence for conviction. Also, part of that service should include some mentoring with a local business person to bring that young person over to a different perspective as a participant in the community rather than a detractor of it.

### **Neighborhood Associations:**

***What role will Neighborhood Associations play in your policy development and policy making decisions? What specific initiatives do you have planned to ensure that neighborhood concerns are not ignored by council?***

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I am a former chair of the Hayden Island Neighborhood association. Strong neighborhood associations are essential to viable communities. I would continue to support ONI and try to increase it's funding to expand programs. ONI is an example of a small service that the city provides which brings significant benefit.

Thank you for allowing me to participate in this process. Please feel free to contact me if you have any further questions.

Regards, Ed Garren  
[www.edforportland.com](http://www.edforportland.com)