

## **The Oregonian**

### **Portland may appeal ruling to stop charging excessive fees for public record searches**

*By Everton Bailey Jr.  
February 3, 2020*

Portland is considering appealing a Multnomah County judge's 2019 ruling that ordered the city to stop charging excessive fees for routine email and document searches to fulfill public records requests.

The City Council is set to vote Wednesday on whether to allow the city attorney's office to appeal Circuit Court Judge Shelley D. Russell's order to the Oregon Court of Appeals.

The case stemmed from a September 2018 lawsuit filed by attorney and activist Alan Kessler, who claimed the city overcharged him by requiring he pay \$311.67 for metadata from emails between a member of Portland's Historic Landmarks Commission and four employees at the city's Bureau of Development Services.

Russell wrote last November that Portland often uses high-paid employees to conduct public records request searches, which can drive up the costs for the requester.

The judge noted the city doesn't have a method to refund money to requesters when they are overcharged. She also ordered the city to pay Kessler's attorney fees, which city officials said are \$120,000.

Russell's ruling isn't straightforward enough to ensure the city can comply, according to city officials. The ruling as it stands would also "prevent the city from using its expertise and discretion in using the Bureau of Technology Services' employees it feels are qualified from conducting public records searches and from recouping its actual costs."

"The City Attorney's Office believes that the judgment is unclear and seeks clarification from the Court of Appeals as to the breadth and scope of the judgment," city records show.

The city has until Feb. 7 to file a notice with the Appeals Court that it wants to challenge the prior ruling.

## **The Portland Tribune**

### **Police to use door hangers to combat 70% rise in shootings**

*February 03, 2020*

**The plan by the Gun Violence Reduction Team will help police make contact with residents after a shooting, they say.**

The Portland Police Bureau is going old-school as it seeks a new solution to the high rates of gun violence across the city.

With 61 shootings in 2020 through Feb. 3, compared to 36 during the same timeframe last year — shootings are up at least 69%, with new calls of "shots fired" heard by dispatchers seemingly every weekend. PPB says that figure includes firearm assaults, accidental discharges, self-inflicted wounds and shootings with no known damage or injuries.

Around 1:50 a.m. on Sunday, a woman inside a car at the Taco Bell drive-thru on Northeast Weidler Street in the Lloyd District became the latest unintended victim, reportedly struck in the shoulder by a stray bullet aimed at someone else. The gunshots happened after two men started fighting outside the New 715 bar, according to our news partner, KOIN.

Police have not made any arrests in the incident, though the woman was able to drive herself to the hospital and is not believed to be in danger of losing her life.

The Gun Violence Reduction Team already canvases neighborhoods after reports of gunfire, but not everyone is home to answer to the door.

Officers are now planning to leave door hangers in neighborhoods after a recent shooting in order to reach more potential witnesses and victims. The bureau has released a draft version of the door hanger and welcomes public comment or feedback at 503-823-4106 or [GunTaskForce@portlandoregon.gov](mailto:GunTaskForce@portlandoregon.gov).

"Many times it's a small piece of information shared with investigators that can lead to the identification of a suspect, an arrest, a seizure of an illegally possessed firearm, and a criminal conviction," Assistant Investigations Chief Andrew Shearer said. "This is also another element of our community policing effort, informing the community of an incident and further engaging them to join us in working toward a solution."

Not everyone is thrilled with the proposal. Gregory McKelvey, campaign manager for Portland mayoral candidate Sarah Iannarone predicted the idea would cause deadly harm.

"People will die," he wrote. "Sending armed cops to doors for no reason is dangerous, especially Portland police. If you're just there to end gun violence, don't bring your gun."

## **The Daily Journal of Commerce**

### **Case study: shaping a Pearl District tower**

*By Chuck Slothower  
January 31, 2020*

They couldn't figure out where to put the valet parking.

If valet parking for a 23-story hotel and apartment building in the Pearl District were placed on Northwest 12th Avenue, it could cause conflicts with residential buildings including The Casey and street traffic.

Yet if it were placed on Northwest Flanders Street, it would interfere with a plan to turn the street into a bikeway that would run from Waterfront Park to Flanders Crossing – a bridge over Interstate 405 that crews are slated to begin building this year.

The design problems for the Hyatt Place and Allison Residences were thorny. The project from a partnership of two out-of-state developers called for a dense building on a quarter-block property in a busy part of the Pearl District.

It was the first project in the south Pearl to take advantage of several provisions of the Central City 2035 plan, including a greater height limit of 250 feet, up from 175 feet. The building will have no parking – another change from old requirements that rankled some nearby residents.

Throughout the design process, the Pearl District Neighborhood Association was involved, prodding and pushing details to be more in keeping with the neighborhood and acceptable to

residents. Leaders of the group's Planning and Transportation Committee met at least three times with architects from Otak Inc., the local design firm engaged by developers Vibrant Cities of Seattle and The Sunray Companies of Madison, Mississippi. They wrote letters. They attended hourslong Portland Design Commission hearings, which culminated in the project's approval on Jan. 16.

"Our whole focus is to make things better," said David Dysert, co-chairman of the Pearl District Neighborhood Association Planning and Transportation Committee. "We have a very positive relationship with the city and with the Design Commission because they respect what we're trying to do."

The city's 94 officially recognized neighborhood associations are under scrutiny like never before, receiving blame from some parties for stalling projects that would bring needed housing. A code change proposed by the Office of Community and Civic Life threatened to reduce associations' role in the city's public process. For now, those changes have been shelved, with Commissioner Chloe Eudaly's office establishing a work group to consider the future of public involvement.

Dysert said the Pearl District Neighborhood Association is more diverse than detractors give it credit for, and does not seek to stop projects, but rather to shape them.

"We're pro-development," he said. "We're pro-density."

The Hyatt Place and Allison Residences offer a case study in how neighborhood associations work with designers and the city's Bureau of Development Services.

Otak's Casey McKenna is the project manager for the Hyatt Place and Allison Residences. He worked closely with Pearl District representatives in finalizing the design.

"It was a very collaborative experience," he said. "We presented to them three times. The third time, they were beginning to really feel like they were part of the process."

The neighborhood association representatives also went to Otak's offices to puzzle over models. The group's input helped inform the building's massing and upper-floor step-backs, materials and ground-floor elements that will be part of the pedestrian experience, including a water feature evoking Tanner Creek that is required by design guidelines.

"It was a working meeting," McKenna said.

Early on, Otak made the decision to move the valet parking and loading to 12th Avenue. Having trucks backing onto the Northwest Flanders Bikeway could have been managed, but was best avoided, McKenna said.

"(The Portland Bureau of Transportation) didn't want it; the neighborhood didn't want it," he said. "We moved the loading dock."

Conversations between Otak's architects and the neighborhood association leaders required some give and take, McKenna said.

"Overall, I think we would see it as a pretty positive experience," he said. "There was some contention, certainly, in some of the earlier meetings. As an architect, sometimes you have to listen, and let them talk and listen to what they have to say."

At times, neighborhood association leaders had to be told certain design changes would be impossible under city codes, McKenna said.

“There are just so many competing elements with a complex project like this,” he said. “Often the public doesn’t understand why things are the way they need to be. There are times where you have to say, ‘yeah, the code doesn’t allow that to happen.’”

Moving the dock and valet parking was eased by the building’s design, which places the main entrance at the corner. Some building systems could simply be swapped to the other side.

Otak also worked closely with Bureau of Development Services staffers Art Graves and Tim Heron.

Throughout, the project was challenged by another group of Pearl District residents: the Pearl Neighbors for Integrity in Design. The nonprofit group, led by Patricia Cliff as president, fought the project for months with the help of a land-use attorney.

At one early Design Commission meeting, Cliff called the project “vertical sprawl,” and the group paraded around the room with hand-drawn pictures of a maple tree at the corner of 12th Avenue and Flanders Street that will be axed to make way for the building.

The competing priorities of Cliff’s group and the city-recognized neighborhood association have led to much consternation in the Pearl District. Adding to the issues, Cliff also serves on the neighborhood association’s Planning and Transportation Committee led by Dysert and Reza Farhoodi as co-chairmen.

“We’re kind of dealing with it,” Dysert said. “We haven’t had this before where someone has built a separate organization that is in some way parallel to what we do.”

Cliff could not be reached for comment Friday. But she said in the aftermath of the Jan. 16 approval that she still has concerns about the Hyatt Place and Allison Residences.

“It is not a user-friendly building, and it could be potentially very dangerous for pedestrians, drivers and bicyclists,” Cliff said.

The project team hopes to break ground in the fourth quarter of 2020, McKenna said.

The building will have approximately 160 hotel rooms on floors two through 11, and 113 studio and one-bedroom apartments on floors 12 through 23. The developers have opted to satisfy Portland’s inclusionary housing requirements with affordable units on site, rather than pay a fee in lieu, McKenna said. The precise number of affordable units is still to be determined.

“It’s certainly something that we’re super proud of,” McKenna said of the project. “We’re blazing a new trail.”

## **Portland preparing to add green space**

*By Chuck Slothower  
February 3, 2020*

The city of Portland will extend the North Park Blocks in a project that will help lay the groundwork for the Broadway Corridor.

Portland Parks & Recreation is allocating \$8 million to transform a city-owned parking lot into a public green space. The lot currently forms the northern terminus of the Park Blocks that extend through downtown and Northwest Portland. The property is next to the Pacific Northwest College of Art, and is bounded by Northwest Glisan and Hoyt streets, and Northwest Eighth and Park avenues.

The new park will transition into another new park on the redeveloped U.S. Postal Service site.

“Extending the North Park Blocks will add valuable green space to the Central City and give Portlanders additional access to the housing, offices, shops and transportation routes which the Broadway Corridor project will offer,” Mayor Ted Wheeler stated in a news release. “Parks are an integral part of this new neighborhood that is adding thousands of new households and offices.”

The Broadway Corridor is a master plan to redevelop 33 acres of Northwest Portland led by developer Continuum Partners of Denver.

Creation of the park will be paid for via system development charges, which are assessed to new developments.

“The newest North Park Block will provide an important place for neighbors and visitors to relax, to play and to reflect,” Portland Parks & Recreation Director Adena Long stated.