

## The Oregonian

### Portland street fee: Commissioner Steve Novick stages tour, stumps for maintenance and safety needs

*By Andrew Theen  
August 19, 2014*

Portland Commissioner Steve Novick staged a tour Tuesday morning to highlight four "concrete examples" of problem areas that could stand to benefit if the City Council approves a new fee for road maintenance and safety projects.

Novick and Portland Bureau of Transportation officials took members of the news media and some community advocates on a bus ride, starting in east Portland and finishing in Southwest early afternoon.

Novick said the handpicked tour offered a chance to "put some sort of meat on the bones" surrounding the contentious and months long debate about how, and whether, to raise millions of dollars annually for maintenance and safety projects.

The commissioner, who's been leading the charge along with Mayor Charlie Hales, conceded that despite talking about the need for more money for months and holding public town hall meetings as far back as February, the issue is still vexing for many.

"I don't think we've made it as easy as we should have to let people know about what we're talking about," he said Tuesday.

Further adding to the confusion: the seemingly week-to-week revisions to the controversial monthly street fee plan that was pulled on the eve of a scheduled vote in early June.

Novick and Hales said the city needs to raise as much as \$53 million per year by 2018 to pay for street maintenance and safety projects around town. Both residents and business owners would share the bill, but the source is still uncertain.

Novick and Hales set a November timeline for a return to City Council with a revised plan. In recent weeks, the plans shifted, with the potential of a combination of an income tax and flat fee on businesses helping to bring in the targeted revenue.

The Portland Bureau of Transportation launched a new page on its website laying out potential maintenance and safety projects throughout the city in a bevy of maps. The collection includes the wish list of projects through the Safe Routes to Schools program, too.

Novick said of Tuesday's tour, "This is about people in the neighborhood saying, 'This is what we need to have a livable neighborhood.'"

#### **Stop 1: East Portland, near David Douglas High School**

The tour started on Southeast 130th Avenue and Southeast Salmon Street, an area with sporadic sidewalks that pose a safety concern, officials said, once the state's largest school lets out each afternoon.

Novick called David Douglas the epicenter of the neighborhood.

Community advocates said the pedestrian and safety improvements are the top priority throughout east Portland.

"They want to see crosswalks that are lighted and flashing beacons," said Loris Boisen, with the Division Midway Alliance. "They want to have sidewalks that are contiguous, that make it safer for pedestrians to travel."

Boisen described her neighborhood as "the United Nations of Portland," with more than 70 languages spoken by residents. "Making them feel safe is one of our number one concerns," she said.

#### **Stop 2: Next to Mill Park School**

The second stop, on Southeast 117th Avenue, included a lengthy stretch of road that has no sidewalks and poorly marked crosswalks. According to the Safe Routes to School estimates from 2007, adding

sidewalks and curbs as well as storm water improvements along just a half-mile stretch of road near the school would cost nearly \$1 million.

Unlike the 130th Avenue and Salmon sidewalks near David Douglas Southeast 117th is included in the East Portland Action Plan's list of desired neighborhood improvements. Dylan Rivera, PBOT spokesman, said east Portland is "awash in a sea of needs," citing the 58 projects listed on the community-led plan.

### **Stop 3: Hawthorne Boulevard**

After visiting Mill Park, the entourage moved on to Southeast Hawthorne Boulevard at Southeast 36th Avenue. Steve Townsen, a PBOT engineer, said this section of the busy commercial corridor might not be in the worst shape but would benefit from preventative maintenance work before it falls into further disrepair.

### **Stop 4: Novick's place**

The tour concluded at Southwest Capitol Highway and Southwest Garden Home Road. A few blocks from Novick's home, the area has a long swath of busy road with no sidewalks.

Don Baack, a Southwest Portland resident, said sidewalks serve just 15 percent of Southwest neighborhoods. "We really have a huge amount of needs," Baack said.

Adding sidewalks to the area is a top priority, according to the neighborhood association's wish list posted on the city's website. Adding sidewalks on a one-mile stretch of road in that area would cost \$21 million, PBOT officials said.

That estimate included expensive storm water improvements, and city officials and neighborhood leaders are examining lower cost alternatives.

## **Hoyt Street Properties fails to deliver enough affordable housing under Portland's Pearl District development deal**

*By Brad Schmidt  
August 20, 2014*

Optimism ran high in 1997 as the Portland City Council approved a landmark deal to transform 34 acres of the forlorn Pearl District into an urban oasis that would be home to Portlanders of all incomes.

The city would spend tens of millions of dollars to bring traffic into the Pearl by tearing down the Lovejoy viaduct, building the nation's first new streetcar line and constructing three glistening parks.

Hoyt Street Properties, the largest landholder in the Pearl, would build thousands of dense condominiums and apartments while ensuring 35 percent were affordable to working-class residents.

And if the developers fell short? The city could buy land from Hoyt Street at a discount to get more affordable housing off the ground.

Today, Hoyt Street has missed its target. Only 30 percent of the nearly 2,000 units built under the deal are affordable, according to city documents obtained under the state's public records law. Three complexes now in the pipeline will bring Hoyt Street's affordable housing rate even lower, to 28 percent.

Hoyt Street would need to develop 258 affordable units to catch up to the city's target, an analysis by The Oregonian shows.

Yet the city has not brought down the hammer.

Despite knowing for months about the shortfall and a quickly approaching Sept. 8 deadline to exercise its purchase option, officials with the city have taken no documented steps to force Hoyt Street to sell land for modestly priced housing.

Traci Manning, director of the Portland Housing Bureau, said in an email this week that the city is working to get the "best information" before deciding what to do. She said regardless of how Hoyt Street's affordability record is measured ultimately, "it will be close to target."

"That's pretty sad," Debbie Aiona, action chairwoman for the League of Women Voters of Portland, said of progress on affordable housing. "You'd think they could have performed better."

The failure involving Hoyt Street Properties is just the latest example of high-minded Portland planning falling short. Despite city goals to sprinkle affordable housing amid heavily subsidized redevelopment efforts in the Pearl and South Waterfront districts, production targets have gone unfulfilled.

Portland's inability to deliver should give residents pause the next time a big redevelopment project is proposed, said former city Commissioner Gretchen Kafoury, who voted in support of the Hoyt Street deal.

"How can the public have confidence that those targets will be met?" Kafoury asked. "And the answer is, they can't – unless they elect people who really care about this stuff."

### **Minimum goals**

Portland planners' vision for the Pearl District began taking shape in 1988, when the City Council designated the rail yards north of Lovejoy Street for new housing. Six years later, the City Council approved an ambitious housing strategy for more than 5,500 new units in the old warehouse district north of West Burnside Street.

City officials knew that they'd need to subsidize housing construction for residents of modest means. In 1994, the City Council set a "target" that at least 35 percent -- but as many as 55 percent -- of the new units would be affordable for individuals or families earning up to 80 percent of the median income.

In 1997, city leaders found a development team ready to make it happen.

The City Council turned to Hoyt Street Properties, a collection of savvy and influential developers that at the time was led by Homer Williams, later succeeded by his stepdaughter, Tiffany Sweitzer.

Real estate magnate Joe Weston joined the deal. His involvement, he told city officials, was contingent on the principle that "we develop housing for blue-collar workers."

But when it came to affordable housing goals for Hoyt Street, city officials went with the bare minimum: 35 percent. The city's development agreement noted that Hoyt Street's ability to deliver "will be subject to the availability of public financial assistance" from the city or elsewhere.

Hoyt Street is responsible 17 years later for nearly 2,000 new Pearl District condos and apartments. But of those, only about 600 are affordable for residents of modest means, or almost 100 units short of Hoyt Street's contractual goal.

Portland defines the target for affordable housing in rentals as families with incomes up to 80 percent of the region's median, with the cutoff currently at about \$38,850 for an individual living alone.

With more projects in Hoyt Street's pipeline, the company's shortfall in affordable units is projected to grow to 167 in coming years.

Now city officials face a choice.

The development agreement said if Hoyt Street missed its target at any of three anniversaries of the 1997 deal – 2002, 2007 and 2012 – the city had the right to buy a parcel, chosen by the company, of up to 20,000 square feet.

The development partners met targets in 2002, city documents indicate, but city officials could not immediately provide an accounting for 2007. A separate deal negotiated in 2011 extended Portland's purchasing rights by two years.

The new deadline: Sept. 8, 2014.

### **What will happen?**

Documents indicate that Portland Housing Bureau officials have known at least since March that Hoyt Street missed housing goals.

A Housing Bureau employee presented Manning, the director, and Javier Mena, the assistant director, a memo March 4 with data showing that Hoyt Street missed the mark on housing affordability.

The staffer recommended that the city needed to make "formal" contact with Hoyt Street executives about the shortfall, talk with them about the possibility of buying remaining parcels and review the complicated appraisal process to purchase land.

"Be mindful of termination date" of Sept. 8, the memo read.

That is now less than three weeks away.

The Housing Bureau has no documentation to show it's taken any of the actions specified in the memo. In an email, spokesman Jeff Selby said the bureau has been communicating with Hoyt Street primarily in person and occasionally by phone.

Hoyt Street has about 5.75 acres of vacant, available land left in its 34 acres, county property records show. The land, all of it north of Pettygrove Street, has a real market value of \$26.7 million.

Fully 258 new affordable units will be needed to catch up with city goals.

The biggest affordable housing development on Hoyt Street land created 210 units on a full city block. A master plan posted on Hoyt Street Properties' website shows just one new affordable housing development in the future. It will cover half a city block.

Neither Tiffany Sweitzer, Hoyt Street's president, nor Weston, the company's other in-state partner, responded to messages seeking comment.

Manning said in an email response to written questions that city housing officials want to evaluate the right location for new affordable housing while ensuring land can be purchased at a reasonable price.

"The most important decision today is, given available resources, how do we get the best investment of public dollars to create affordable housing in the River District," Manning wrote.

Money should not be a problem. Hoyt Street's land is in the city's River District urban renewal area, which is flush with cash. But the City Council has set other priorities, devoting a smaller share of money for affordable housing in its latest five-year plan for urban renewal spending in the River District than in years past.

Aiona, of the League of Women Voters, said the city should be aggressive.

The league raised concerns in 1997 that affordable housing goals weren't stringent enough. Now, Aiona said, the city should buy as much land as it can to ensure additional units are built.

The city needs stronger contractual language in the future to ensure taxpayers get "more concessions from the people who are profiting," she said.

"We realize that there has been a sincere effort to get those housing units built," she said. "But it's a shame that we haven't gotten all the way there."

## **Oregon Retirement Savings Task Force shows appropriate caution: Editorial**

*By The Oregonian Editorial Board  
August 19, 2014*

The Oregon Retirement Savings Task Force, created by the 2013 Legislature, released its draft report earlier this month. It expects to present the report to the Legislature in September and with legislative feedback will continue to refine the plan.

Anyone expecting ground-breaking ideas in the report will be disappointed. The committee has taken an appropriately cautious approach. "There are still a lot of very significant unanswered questions," state Treasurer Ted Wheeler, chairman of the task force, acknowledged to The Oregonian editorial board.

Among the most important questions: How can the state and employers avoid assuming liability under the Employee Retirement Income Security Act? What is the best way to limit other risks? What procedures will be used to educate participants about the plan and keep them informed once enrolled? Who will manage the plan and how will the fund manager be selected? Is there a way to compensate

small businesses for the cost of participation? And those are just the big questions. The list of details that will have to be worked out is as long as an Oregon winter.

All of this raises a couple more questions: Is it worth the effort to create a new type of savings plan, and is the state of Oregon capable of pulling it off? The answer to the first question is easy. Yes. Statistics about retirement readiness are breathtakingly bad. For example, 60 percent of families headed by a person 65 or older have no money in retirement savings accounts. The answer to the second is maybe, if state officials have learned from past attempts to solve problems by doing too much.

So where do you start when the problem is big and involves something as complex as financial markets?

The task force's charge from the Legislature was to develop recommendations for a retirement savings plan that would be available to those who do not have access to an employee-sponsored plan -- a number that includes almost half of working Oregonians. Few would argue against improving access to retirement plans; it seems like a logical place to start. But individual retirement accounts and other savings vehicles are available to anyone who seeks them -- and has money to invest in them. So, despite all the attention it has received, access is not the fundamental problem. Any plan will run a high risk of falling short of its goals without proper attention to motivation and education.

The task force report embraces a popular trend, automatic enrollment. Those who are auto-enrolled have the option of opting out, but many stay put. The theory, backed up by statistics from successful programs, is that once people take the first step toward saving for retirement they are likely to stick with the program so long as they have a job. While that's true, passive investors tend to accumulate less money than those who take a more active role. Plus, just wait for the outcry when the stock market swoons -- bear markets are inevitable -- and workers tally up the losses they incurred because they were put in a state program without being asked.

That's why, more so than any of the technical decisions that must be made before a plan is created, the Legislature should instruct the task force to put maximum effort into developing communication and education plans. Wheeler acknowledged that communication about automatic enrollment must be "crystal clear." But it's not enough, just to inform workers that they are participants. Every Oregonian needs to know the importance of retirement savings and understand that the state plan is merely another retirement-planning option for people who need one -- not a risk-free cure-all for those with inadequate savings.

Once that foundation is established, the state can move on to more complex issues, such as the task force's suggestion of possible tax credits for small businesses that participate. As currently proposed, small businesses would not have to contribute to plans but would be responsible for providing forms to employees and giving payroll information to the plan provider. Tax credits are a good idea, by the way. So is the task force's desire to seek more input and support from businesses.

"We have to do this one step at a time," Wheeler said. We agree. That's the only way it will succeed.

## **The Portland Tribune**

### **Airbnb to collect state taxes on lodging**

*By Steve Law  
August 19, 2014*

Airbnb has struck a deal with the state to begin collecting the 1% state lodging tax on behalf of its hosts in the city of Portland.

Airbnb is the leading company in the Portland market that advertises short-term rentals in peoples' homes and connects visitors and tourists with local hosts. Portland recently legalized such short-term rentals of less than 30 days, but only for single-family homes.

The San Francisco-based company agreed earlier to collect lodging taxes for the city, Multnomah County and local tourism promotion as of July 1. Now Airbnb will begin collecting the revenues for the state as well, starting September 1.

However, a large share of Airbnb hosts in Portland rent out rooms in their apartments or condos to tourists and visitors, and many also rent out their entire homes as vacation rentals. Those activities remain illegal in Portland.

It remains to be seen if the city will collect taxes on illegal home-sharing rentals, or from other companies besides Airbnb.

## Willamette Week

### Hot Tip

A top city fire official is under investigation for turning a blind eye to safety violations at a sex club.

*By Nigel Jaquiss  
August 20, 2014*

A senior Portland fire official is under investigation for telling a downtown sex club the city would look the other way if it violated fire safety laws.

In late June, Portland Fire & Rescue denied a permit to Ron Jeremy's Club Sesso for an anniversary party because the club's renovation project was unfinished.

WW has obtained a transcript of a telephone call between Assistant Fire Marshal Doug Jones and Club Sesso's manager in which Jones signaled the manager he could ignore the fire bureau's objections to the event.

Yet on June 28, with the party in full swing, a fire inspector arrived at Club Sesso and found the club in violation of city code. Records show Jones, a 33-year fire bureau veteran who was not on duty that night, soon showed up at the club and intervened. The club's attorney later said Jones overruled the inspector, saying "that there would be no repercussions from the Fire Bureau as a result of the lack of permits."

The records raise serious questions about whether Jones granted the club special treatment and, if so, why. Records show the fire bureau initially tried to ignore the Club Sesso incident. It was only after a whistle-blower went to City Ombudsman Margie Sollinger on Aug. 11 that an investigation by the city's Bureau of Human Resources began.

The fire bureau refused multiple requests to make Chief Erin Janssens available for questions and declined to provide WW with a photograph of Jones, although city employee photos are public records. City Fire Marshal Nate Takara declined to comment. Jones declined to explain his actions. "There are a lot of pieces to this," Jones tells WW. "We are trying to resolve issues with this business."

Porn star Ron Jeremy opened Club Sesso at 824 SW 1st Ave., the former location of the tapas restaurant Fernando's Hideaway, in June 2009. Sesso bills itself as an "upscale, high-energy swingers club" where patrons have sex, often in view of other customers.

Admission is members-only, and pricing reflects demand: A one-year membership for a single woman is \$50; for couples, it's \$100; and for a single male, \$150. Among the club's many rules, the most important may be "don't be creepy."

The fire bureau's stated mission is simple, according to its website: "Portland Fire & Rescue aggressively and safely protects life, property, and the environment." The bureau also demands ethical behavior from its officials. "We set high standards for ourselves," the bureau says.

The Fire Marshal's Office is responsible for safety inspections of buildings, with a particular focus on nightclubs and music venues that attract large crowds. Club Sesso says it regularly hosts 200 to 300 people, but the number can increase during special events. The club claims it hosted 1,000 people for its most recent Halloween party.

Since opening in 2009, the club has regularly received special events permits from the Fire Marshal's Office allowing use of the third story of the building, which was constructed in 1880.

But when the club sought a permit for a June 28 anniversary party, the office raised two issues. First, it wanted a security plan for accommodating large crowds and, second, it wanted to make sure the third floor met safety code requirements for emergency and exit lighting.

An email from Patrick Owen, a city liquor-licensing inspector, shows that Club Sesso's manager, Paul Smith, complained when the fire bureau did not immediately issue a permit for the June event.

"Paul was agitated, felt submitting security plan would be undue burden," Owen wrote June 25. "Paul said he was very frustrated with Fire Bureau for refusing to permit upper area and felt City was trying to 'shut him down' due to nature of the business."

Smith told fire marshal inspectors he'd hire eight to 10 security guards to help maintain safety at the anniversary event, records show. Nonetheless, fire marshal officials refused to grant the permit.

"Rec'd notice from Fire Bureau no special event permit would be issued due to unpermitted work," Owen wrote June 26.

The permit denial had financial consequences for Club Sesso, which had planned to charge men \$75 to attend.

On June 27, the day before the anniversary party, Club Sesso manager Smith spoke to Assistant Fire Marshal Jones on the phone.

Smith recorded the phone call, and Club Sesso's attorney, Ted M. Brindle, later provided city officials a transcript:

Assistant Fire Marshal Jones: "Paul, I'm going to tell you what I know. I'm going to be very careful here, and I have some other things to say, but first of all I'm going to tell you what I know about tomorrow night, OK?"

Club Sesso's Smith: "OK."

Jones: "Here is what I know. Right now, I don't think anything is going to change. I have night inspectors out tonight. I do not believe, I'm just telling you [in] general the way my office is running, I do not believe I have any night inspectors out tomorrow night, which is Saturday night [June 28]. Um, it is kind of a down weekend for us because of the next weekend."

Smith: "Yeah, because the Fourth [of July] is huge, yeah."

Jones: "Um, so, now I'm going to move on. I'm just telling you some things that I know about what we are doing this weekend that may or may not be helpful to you."

Smith: "Understood."

Jones: "I'm going to move on past that; you can do whatever you want with that, that you think is right."

Smith: "You have limited resources, people can't work 24 hours a day."

Jones: "So, if that affects your decision, so be it. I'm throwing it out there for that reason, to maybe help you figure out your decision."

Smith: "I appreciate that."

According to Club Sesso, the conversation between Jones and Smith led the club manager to believe it was OK to hold the party despite the denial of permits.

"Mr. Smith initially indicated that he was inclined to not even open the club [June 28] for fear of administrative reprisals by the fire department," Club Sesso attorney Brindle wrote in a July 18 letter. "During that conversation Mr. Smith was specifically led to believe there would not be any such consequences."

In a brief interview with WW, Jones did not deny making the comments, but he said the transcript represented only part of the conversation with Smith. Jones agreed to answer more questions at a later time, and then didn't respond to calls.

Still, Club Sesso held its party based on the representations Jones made to Smith in the June 27 call.

But at 10:40 on the night of the event, two Oregon Liquor Control Commission inspectors and an inspector from the city Fire Marshal's Office, Rob Crusier, strode into Club Sesso's party.

The OLCC inspectors cited Club Sesso for serving alcohol in unpermitted areas. Crusier noted Club Sesso was operating without proper permits.

But Club Sesso personnel summoned Jones, who was not on duty. He drove 29 miles from his home in Sandy to the club.

A letter from Club Sesso's attorney, Brindle, describes what happened next.

"Jones spoke with two of the club personnel and stated to both in an unsolicited comment, that he came down to see what Paul Smith's decision was regarding whether to open the club," Brindle wrote in the July 18 letter to the OLCC.

"He further stated, again without solicitation, that [fire inspector] Rob Crusier was not on the schedule to work that night. Finally, the Fire Department that evening specifically decided that there would be no repercussions from the Fire Bureau as a result of the lack of permits."

In the presence of two OLCC inspectors and Club Sesso personnel, who knew the event lacked a permit, Jones overruled his inspector's concerns.

City Commissioner Dan Saltzman, who oversees the fire bureau, wants to know why Jones did that.

"I take the allegations...very seriously and have asked that the Bureau of Human Resources to conduct an independent investigation," Saltzman tells WW. "Until that process is concluded, I will withhold further comment."

## Obstacle Course

*By Aaron Mesh*

*August 20, 2014*

In 2011, the city of Portland and the Portland Timbers completed a \$31 million renovation of the stadium now called Providence Park. The city-owned stadium added a concourse, concession stands, a video scoreboard and 1,144 premium club seats.

But Providence Park still isn't up to the standards of the Americans with Disabilities Act.

"Virtually all of the ramps and concourse walkways do not meet ADA slope requirements," says a document produced this year by the city's spectator facilities division. The cost of compliance: up to \$1.1 million.

And it's not the only city property that's a problem.

It's been 24 years since Congress passed the Americans with Disabilities Act, landmark civil-rights legislation that promised equal access to public places for people who are blind, hearing-impaired or have limited mobility.

But documents show Portland officials have identified 25,829 places on city properties that don't meet ADA standards. Nearly 80 percent of those barriers are in city parks.

City officials have been compiling a list in hopes of fixing problem spots to avoid lawsuits over lack of compliance. "It's incredibly daunting," says Danielle Brooks, who's overseeing the ADA project for the city's Office of Equity and Human Rights. "We're trying to get out ahead."

The city has already spent \$663,402 locating barriers at 342 public facilities—including 260 parks. The city's study examines facilities in minute detail: A Washington Park restroom urinal rim, for example, is three-quarters of an inch too high, and a Benson Bubbler drinking fountain in Pioneer Courthouse Square is an inch too low.

Portland Parks & Recreation officials say they will use a \$68 million parks bond on the ballot this November to upgrade disabled access—but they don't specify how much money will go to that purpose.



WW took a closer look at five well-known locations that account for more than 1,600 barriers. We asked Ian Ruder, a disabilities advocate with United Spinal Association, to show us where public properties miss the mark.

Ruder, who uses a motorized wheelchair, says many of the barriers the city identified at these places violate ADA requirements—but aren't keeping many people from getting where they need to go.

"It's a black-and-white law in a gray world," Ruder says. "Hopefully, they are able to prioritize the places that have the greatest impact for the most people."

Here's what WW found at Providence Park and four other locations the city has flagged for first-priority ADA upgrades.

### **A. City Hall**

Barriers: 185

Estimated cost of upgrades: \$487,965

The central elevators are too small, and the ramps leading to the front doors are too steep—but in both cases, the violations in the 1895 building are a matter of inches. "I've been in elevators half this size," Ruder says. "I wouldn't know there was a problem unless you told me."

*The elevator in Portland City Hall is seven inches too narrow to meet ADA standards, city documents say.*

### **B. Portland Building**

Barriers: 1,016

Estimated cost of upgrades: \$1.3 million

The city says it still doesn't know whether it will spend money on improving this troubled building that houses much of Portland's bureaucracy. If it does, it will have to replace 15 stories of too-steep stairs, and widen restroom stalls for the disabled on 13 floors. Most egregious: a three-level dining area with most tables reachable only by stairs.

*The Portland Building's bathroom stalls have been identified by the city as an ADA violation. But Ian Ruder sees a bigger problem.*

*Most of the tables in the Portland Building's dining area are off limits to people in wheelchairs.*

### **C. Director Park**

Barriers: 51

Estimated cost of upgrades: \$37,095

The city says all 21 dining tables at this 2009 plaza need to be replaced because they don't offer enough leg room and the tables' posts block access for people in wheelchairs. "My knees are kind of bumping into it," Ruder says of a table. "I've seen worse, but it's definitely not ideal."

*Ruder explains what's wrong with the dining tables in Director Park.*

### **D. Providence Park**

Barriers: 446

Estimated cost of upgrades: \$825,000 to \$1.1 million

The city says few of the ramps and walkways in the Timbers' stadium meet ADA standards. The Timbers declined to comment. City officials say Providence Park includes many new ADA-compliant changes, but old parts of the stadium—such as ramps that are too steep—may be too difficult and expensive to ever fix.

*Ruder, who covered Portland Beavers' games at the stadium from 2004 to 2009, says getting to and from the stadium's lower bowl was often difficult.*

### **E. Laurelhurst Park**

Barriers: 357

Estimated cost of upgrades: \$578,335

The only way to get to the park's playground and horseshoe pits and most of its picnic tables is by traveling over dirt and grass. It's 113 feet to the basketball courts from the nearest path—probably impassible for a wheelchair after rain. "It'd be easy to fix the problem here," Ruder says. "There's just no paved or maintained access."

