

## The Oregonian

### Portland Police Chief Mike Reese set to receive annual pension ranging from \$103,510 to \$135,000

*By Maxine Bernstein  
October 08, 2014*

Portland Police Chief Mike Reese, who announced he's retiring Jan. 1, stands to collect an annual pension ranging between \$103,519 and \$135,045, depending on the accrual rate he selects, according to city figures.

The Portland Fire and Police Disability and Retirement Fund has provided the chief with calculations of his estimated pension payments, based on 24 years and 10 months of service at retirement, according to Sam Hutchison, director of the city's public safety retirement fund.

The length of service includes credit for the time Reese, 57, worked as a deputy with the Multnomah County Sheriff's Office before joining the Portland Police Bureau. He became eligible to retire on June 26, 2012.

According to Hutchison, if Reese selects the 2.8 percent accrual rate with a 25 percent survivor benefit option, his estimated base monthly pension benefit will be \$10,979.30 or \$11,253.78, which includes a tax offset benefit should he continue to live in Oregon. That would mean an annual pension of either \$131,751 or \$135,045.

The annual pension would drop if Reese selects a 2.2 percent accrual rate with a 100 percent survivor benefit option. Under this scenario, his estimated base monthly pension benefit would be \$8,626.59 or \$8,842.25 with the tax offset benefit, according to the fund. That would mean an annual pension of either \$103,519 or \$106,107.

Reese announced his retirement Tuesday, and Mayor Charlie Hales immediately named Assistant Chief Larry O'Dea, 52, a 28-year bureau veteran, to serve as the bureau's next police chief, without any formal interview process or national search.

### Transportation funding work session scheduled for Monday, advocates back progressive tax: Portland City Hall Roundup

*By Andrew Theen  
October 10, 2014*

The Portland City Council meets Monday for the first time in months on a proposed income tax and transportation user fee on residents and businesses.

Transportation officials tweaked a controversial proposal floated in May after a summer of meetings with low income advocates, nonprofit leaders and business owners.

Monday's two-hour work session is the full City Council's first opportunity for a deep dive on the street funding debate led by Mayor Charlie Hales and Commissioner Steve Novick.

Novick and Hales pushed originally for a \$53 million plan to charge residents and businesses a monthly fee to help pay for pavement maintenance and safety projects. That plan has since morphed into a \$40 million proposal that would share costs between a progressive income tax on residents and a flat fee for business owners.

Monday's meeting was originally scheduled for Oct. 23 but moved up to so the entire council could attend, according to transportation officials.

Bureau of Transportation officials will formally present a report issued from three work groups that met throughout the summer, but the report doesn't include any formal recommendations. Rather, the report,

issued in late September, is a list of areas where the groups disagreed or found small areas of agreement.

On Thursday, a coalition of progressive organizations, including 1000 Friends of Oregon and Bicycle Transportation Alliance, voiced their support for the most extensive of the income tax proposals. The group issued a statement to Novick arguing that a maximum \$200 monthly fee for the city's highest wage earners (more than \$500,000 for joint filers) is the best option because, "this proposal helps move us towards a city where everyone can prosper."

But the coalition expressed concern that the city's revenue target dropped from the May proposal. "We do not support decreasing this amount further."

"We also recommend increasing the overall amount of revenue annually that goes directly to transportation projects by funding the administration of this new revenue source using other city resources," the group wrote, alluding to the administrative costs and other lost revenue that puts annual revenue projections closer to \$30 million.

The coalition also expressed concern that the city would further move the targeted revenue estimated to go toward safety projects.

"The project list tied to the street fee should dedicate significant funding to high crash corridors, completing the network of crosswalks, sidewalks, protected bike lanes, and transit station improvements, and should not simply maintain the status quo of pavement on the streets," the group wrote.

Monday's City Council meeting is open to the public and begins at 3 p.m. at City Hall. Public comment won't be accepted, but people can email the city at [Tuf\\_Administrator@portlandoregon.gov](mailto:Tuf_Administrator@portlandoregon.gov). The City Council will take up the formal funding plan Nov. 12 and is expected to hold a public hearing.

Eric Fruits, a local economist and vocal critic of the street fee, also wrote a lengthy rebuttal to the city's transportation report this summer.

## The Portland Tribune

### Putting meters to the test

*By Peter Korn  
October 9, 2014*

Here's an unsolicited tip for the Portland Bureau of Transportation: On a chilly mid-December afternoon when drizzle is finding its way down the neck of your raincoat and you're waiting for the parking ticket machine to deliver your stub, all you care about is speed. Not bells and whistles.

The transportation bureau is road-testing two new models of parking meters in preparation for placing 300 new machines in Northwest Portland. It is asking members of the public to use and comment on the two versions before a choice is made on one.

In a completely unscientific survey, the Tribune observed and interviewed downtown drivers using the machines. We also performed our own timed test which mostly revealed that the city's current machines are faster than experience on rainy afternoons had led us to believe. The average time to get a one-hour stub? Thirty-four seconds on all three machines, give or take a second or two. That was using a credit card on a sunny day, mind you. But it means we didn't come up with a clear winner, unless you speak Spanish or German or French.

Southeast Portland resident Chloe, a frequent downtown visitor, took only a few seconds to figure out the parking meter produced by vendor Parkeon. She was pleasantly surprised to find that as she added time to her total, the machine's display told her in big letters and numbers the hour and minute her metered time would expire — before she paid. But it didn't give her the option of simply pressing one button to get an hour's time, as do the stations currently in use.

Chloe hesitated a bit when it was time to print her stub because the machine didn't have a simple Print button. It assumed instead that everybody would know the meaning of a green button with a check sign or

a red button with an X. That bit of confusion shouldn't come as a surprise since Parkeon is the same company that supplies the city's confounding streetcar vending machines.

But Chloe was impressed with how quickly the machine produced her stub once she hit the check button, convinced her stub came faster than it does from the machines currently in use.

"It's potentially quicker once you know what you're doing," Chloe said.

The machine produced by Cale America had Northeast Portland resident Brent immediately making a comparison to the ticket machines in use. "It's far more complicated," Brent says. "The other one was pretty simple."

Too many buttons, Brent says. Some of those buttons allow users to change the language of the directions to follow, which Brent didn't need. And the little slot where he shoved in his credit card had a hinged plastic cover that might keep his card dry for the half-second or so required to pull it out but really didn't seem necessary. Though Brent said it wasn't too great a concern since he figured the cover would last a week at most before getting vandalized. It also made Cale's machine almost impossible to use with only one hand.

In fact, Brent didn't see any improvement in the Cale machine over those currently in use. "There was nothing wrong with the old ones," he said. "If you want to fix something, make it so it takes dollar bills."

### **Variable rates for parking**

Whichever machine the city chooses, once installed on Northwest 21st and 23rd avenues the gizmos may be more notable for what they don't offer as for what they do. San Francisco, Los Angeles and Seattle all have modernized their parking pay stations to embrace what are being called smart parking systems. They treat on-street parking as a commodity by changing the hourly rate at meters.

The idea behind variable rates is that cities can manage traffic patterns by changing the price of parking. The goal, according to experts who study these things, is to have on each block at all times one or two free parking spaces. No free spaces means people will start to assume they can't drive to an area because there's never any parking. Numerous free spaces means the city is wasting a revenue-producing resource and a social-engineering opportunity.

Pricing provides a way to attain the one free space per block goal. In San Francisco, metered spots on high-demand streets — think Northwest 23rd in front of always-busy Salt & Straw — can cost \$6 an hour. Parking on out-of-the-way blocks goes for 50 cents an hour. People get to know what's available and what they can afford and eventually, "No one has a reason to cruise around the block," according to Michael Manville, Cornell University professor of city planning and co-author of a book on market-priced parking.

The meters in Northwest Portland are part of a long-awaited parking plan for that section of the city that will go into effect early next year and will include \$60 street parking permits for residents. Portland Bureau of Transportation officials say they might consider variable-rate pricing someday.

Seattle's City Council adopted a policy in 2010 that on-street parking should be managed so that each block would have one or two open spaces at all times. "We haven't had that discussion," says Marni Glick, parking manager for the Portland Bureau of Transportation.

San Francisco and Los Angeles have leveraged federal transportation dollars to install pads beneath parking spaces so their central computers know at all times what spaces are free and which are in use. That makes it easy to determine appropriate meter prices. In Los Angeles, meter prices can change drastically overnight.

But Seattle has taken a lower-cost approach, spending about \$200,000 each spring to send out surveyors to determine occupancy rates at the city's 12,000 parking spaces. The city uses that occupancy data to reset parking meter rates and time limits for the year. Parking meter rates vary from \$1 to \$4, and time limits from two to 10 hours.

Seattle residents have accepted the change with not too much fuss, says Mike Estey, the city's parking manager. Estey thinks that's because the springtime survey makes it clear that the policy isn't arbitrary.

"We're basically making data-based decisions," Estey says. "These aren't politicians changing rates or engineers changing rates. It's data and adjusting the rates accordingly."

This year, Seattle is replacing all its parking pay stations. Its new wireless machines will allow transportation engineers to change the rates remotely and thus to be more able to respond to demand. The city soon will charge different meter rates at different times of the day. For instance, according to Estey, 8 a.m. to 11 a.m. will probably be less expensive than 11 a.m. to 6 p.m. at most meters.

### **Obstacles in the road**

Northwest Portland won't be getting that smart-parking treatment, at least not for awhile. Meanwhile, neighborhood association President Tavo Cruz is expecting to hear from neighborhood residents just west of Northwest 25th Avenue soon after the area's parking plan is put in place. That's because the new meters and paid permits parking area will end just east of 25th.

Residents west of 25th objected to having to buy permits, Cruz says, so that's where the boundary was drawn for the parking plan. But now it means visitors to Nob Hill might flock west of 25th for free parking. Cruz anticipates hearing from west of 25th residents who want to buy into the program because their free on-street parking will be in short supply.

Cruz likes the idea of smart pricing on the Northwest Portland meters, but says the concept wasn't even around to consider when the district's parking plan was being conceived. That can happen when it takes a contentious neighborhood more than 12 years to agree on a plan. And that same contentiousness over parking, Cruz says, might be an obstacle on the road to smart parking.

"You're trying to satisfy multiple constituencies," he says. "You could see how a business might say, 'You're penalizing me by doubling the rate in front of my establishment when two blocks down, the shop that is not as popular has the (lower) rate.' My guess is that there's a little bit of fatigue and reticence to reopen the can of worms on issues like that."

Ironically, Cruz is concerned that Northwest Portland, after so many years of conflict involving residents and shop owners and developers, might finally be getting a parking plan that is obsolete the moment it is put in place. Developers in the neighborhood have been erecting and planning multiple apartment buildings without providing parking for their tenants. That means more people looking to park on the street. Some developers and residents have floated the idea of a cap on the number of \$60 street-parking permits that will be allocated to each apartment building as a possible solution.

Market pricing can hold the answer, says Cornell University's Manville. If street parking is treated as a commodity, a price will be found at which the residents of those apartments will either find a spot or choose to live without cars.

Politically unpopular as it may be, Manville says the city eventually must find the political will to jack up parking prices on and near busy streets such as 23rd Avenue. But beware of halfway measures, Manville warns.

"If you don't charge enough and people still can't find spaces and they're paying, then they feel like they're getting nothing for something," he says.

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### **Register your opinions**

Portland's new test parking meter machines can be found at Southwest Salmon Street between Third and Fourth avenues and on Southwest Third Avenue between Taylor and Salmon streets. Preferences can be shared online through Oct. 14 at [www.bit.ly/PBOTmeters](http://www.bit.ly/PBOTmeters).

## **Old Town plan aims to build a better block**

*By Peter Korn  
October 9, 2014*

At 3 p.m. last Friday, traffic on Third Avenue north of Burnside Street was backed up four blocks, all the way to Glisan Street. Hay bales and wooden tables, most unattended, were taking up the second lane of traffic that would have allowed drivers to move along quicker.

Looking at the line of stalled cars, Boris Kaganovich, founder of nonprofit Better Block PDX, noted, "Part of what we wanted to do is test the worst-case scenario."

The scenario was part of the latest re-imagining of Old Town/Chinatown's Entertainment District. The three-day pilot project involved opening one lane of Third Avenue to cars. A part of a second lane was given over to bikes. The rest of the street was intended to become something of a small-scale street fair.

Kaganovich, very much a glass half-full kind of guy, was undeterred by the traffic mess. "It's an experiment," he said. "This is our prototype demonstration, can we make daytime and earlier businesses work in Old Town?"

City Council will take up the question of Old Town/Chinatown's Entertainment District on Oct. 15 when the current iteration expires. The centerpiece of the current plan has been the Friday and Saturday night closing of Northwest Third Avenue to vehicles.

During the past year, nightclub owners have campaigned to re-open Third to vehicles. Other neighborhood groups have prioritized bringing life to Northwest Third Avenue in the daytime. Last weekend's experiment was an attempt to achieve both.

Early returns — forgetting the traffic — were mixed. There were plenty of tourists playing pingpong and lounging on hay bales in front of Voodoo Doughnut and Ankeny Alley — south of Burnside. Third Avenue north of Burnside was pretty empty during the day Friday, Saturday and Sunday, with a friendly, but isolated group of Airbnb representatives parked street-side.

But Kaganovich says that could dramatically change. He says his group has been talking with Saturday Market officials who say they have overflow vendors who could set up booths along Northwest Third on Saturdays and Sundays. In theory, Saturday Market shoppers along the waterfront would amble up Burnside a couple blocks and fill Third with daytime activity.

And the traffic problems also can be fixed, somehow, Kaganovich says. Maybe it will take rethinking the way the traffic signal at Burnside and Third is biased toward Burnside traffic. Maybe turning lanes will help, said Kaganovich, a TriMet employee who started a local volunteer organization after being inspired by a TED talk on redesigning streets with pop-up plazas.

Kaganovich and his 20 or so volunteers pulled together the plan for last weekend's pilot project in slightly more than a month, working with groups representing the nightclubs, the Ankeny Alley business owners, and the neighborhood itself. He's hoping City Council approves another weekend pilot project, and maybe a monthlong pilot after that. He says there's a lot to learn before trying it out for a full year.

The Portland Bureau of Transportation had cameras filming traffic on Northwest Third Avenue all through the weekend, according to bureau traffic safety specialist Greg Raisman. Engineers will need time to analyze the traffic patterns created by turning Third Avenue through Old Town into one lane for cars. Extra crosswalks and stop signs also contributed to the slowed traffic on Third north of Burnside, Raisman says.

### **No clogged sidewalks**

Raisman spent much of the weekend in Old Town and said he noticed that the street changes made it safer for pedestrians to cross Third Avenue. Raisman emphasized that the changes were experimental, and more dramatic due to the wide range of groups that were behind the pilot project,

"Because it's coming from the ground up, it's pushing the envelope much further," Raisman says.

The alliance between nightclub owners and others in the neighborhood that led to last weekend's experiment would not have been possible a year or two ago, says

Howard Weiner, longtime chairman of the Old Town/Chinatown Neighborhood Association, now called the community association.

Nightclub owners, Weiner said, began to realize that if they were going to get Third Avenue opened to traffic over the concerns of the police, they would have to work with the rest of the neighborhood's residents and business people. Better Box PDX, connected with none of the stakeholders, stepped up to try and plan the weekend pilot project. The community association, according to Weiner, saw possibilities in activating the street during the day.

"Our focus is on what changes can be done to Third Avenue that can make a more livable, pedestrian-friendly neighborhood," Weiner says.

Nightclub owners, not surprisingly, were encouraged by the experiment, according to club owner Dan Lenzen, spokesman for the Old Town Hospitality Group, which represents about 25 nightclubs. One of their key issues has been trying to encourage nightclub patrons south of Burnside to cross the street and also frequent the bars and clubs north of Burnside. Lenzen says he saw more than the usual number of people doing just that over the weekend.

The current incarnation of the Entertainment District, with Third Avenue north of Burnside closed to vehicles at night, was pushed by the police bureau. Officers patrolling the area dominated by bars and nightclubs have maintained that the closure helped them maintain order and lower the frequency of sidewalk fights involving bar patrons.

Many of those late-night fights, police say, start when patrons exit the bars and bump shoulders because they're walking along clogged sidewalks. With no vehicles on Third, bar patrons can walk on the street and avoid one another. Also, police say, closing Third to vehicles means cars won't hit bar patrons trying to cross the street, heading from one venue to another.

Sgt. Erik Strohmeyer, who patrolled Third Avenue last weekend, says he liked "the overall concept of the experiment," but officers had trouble getting to some potential problems because they had to deal with cars on Third.

Strohmeyer says he still prefers keeping Third closed to vehicles during prime nightclub hours, but that there were positives to take away from the experiment.

"The crime stats speak for themselves, but I understand business owners would like to go a different route," Strohmeyer says.

The public safety issue is exacerbated because the city has little control over nightclubs and bars. Liquor licenses are controlled by the state, so the city has little leverage if a club becomes a problem spot. City officials have said they are looking at how other cities, including, Austin, Texas, use other means such as late-night activity permits as alternatives.

## **The Mercury**

### **Advocates Hopeful About New Police Chief, Still Wish They'd Been Consulted First**

*By Denis C. Theriault  
October 8, 2014*

Most people who follow police issues in Portland had a pretty good sense Police Chief Mike Reese would be ready to hand over the reins once a federal judge approved a long-awaited police reform settlement between the city and the US Department of Justice.

But that's not to say the precise timing of that announcement—yesterday afternoon—wasn't a surprise to a few prominent community members and accountability advocates who'd expected some kind of private warning, along with the chance to chime in on how any transition might play out. At the same time as Mayor Charlie Hales announced Reese would be retiring as of January 2, 2015, he also declared that Reese's longest-tenured assistant chief, Larry O'Dea, would be Reese's replacement.

"We didn't have any input," says Doctor LeRoy Haynes, chairman of Albina Ministerial Alliance Coalition for Justice and Police Reform—which was granted enhanced status, meaning it could file papers and lobby for changes, during the court fight over Portland's police reforms. "The AMA Coalition will work with anyone the mayor selects. At the same time, we would have want to give some input on the process."

Haynes said he'd hoped Hales—who has touted the orderly changeover atop the police bureau—would have taken the opportunity, at a "crucial time" for the city, to reach out to the city's African American and police justice communities before formally making such a major decision. Haynes said the AMA had similarly criticized Mayor Sam Adams when Reese was hired in a sudden coup of former Chief Rosie Sizer. But with the federal reforms finally ready for implementation, Haynes argues the stakes are even higher.

"It's interesting that the mayor, even after the great criticism that went to former Mayor Adams, he followed that same process," Haynes says, "which is antithetical to what Portland has represented throughout the years, which is having community input."

Haynes did allow that O'Dea is known for his openness to working with minority communities (O'Dea, for instance, was lauded by the city's Human Rights Commission in a statement yesterday.) The AMA, he says, has a meeting with Hales at 4 this afternoon where O'Dea will be formally introduced. Haynes says O'Dea hadn't previously been a regular participant in Hales and Reese's regular meetings with the AMA.

"He is noted for being open and engaged with community groups," Haynes says of O'Dea. "He probably will be more open than Chief Reese has been with community groups, in actually engaging and taking the initiative. That has been his portfolio in the community. Hopefully he will keep that up."

Other police reform advocates haven't been so charitable. Jason Renaud of the Mental Health Association of Portland has long lobbied city officials to keep focused on the main finding of the Justice Department—that Portland officers have engaged in a pattern or practice of using excessive force against people with mental illness. He said Hales missed an opportunity by not seeking public comment before hiring a new chief.

Hales, Renaud says, "skipped" a chance "to see what the community was thinking about the future of the Portland Police Bureau." He also questions Hales' commitment to mental health issues, given O'Dea's emphasis on other aspects of community policing.

"He might be excellent," Renaud says of O'Dea. "But he's never engaged with the mental health community as far as I know."

O'Dea's earned praise, at least, from other quarters of city hall. Commissioner Amanda Fritz, who's juggled the demands of the mayor's office, mental health advocates, and racial justice advocates in running the city's hiring process for someone to oversee the city's police reforms, has called O'Dea an "excellent choice."

"I look forward to working with him," she says, "particularly on equity issues and implementation of the DOJ settlement agreement."

## **Help with Baggage**

### **Mayor's Office Smooths Bumps in Airbnb Expansion to Apartments, Condos**

*By Denis C. Theriault  
October 8, 2014*

AIRBNB HASN'T WASTED much time settling into its newfound legitimacy.

A few weeks after its Portland users won the right to share their homes with temporary guests—something a lot of people had been doing all along—the company invited interested would-be hosts to a mixer inside its temporary Old Town offices on September 25.

The three-hour event was swanky, and all about preaching the gospel of the sharing economy, offering newbies a chance to chat one-on-one with "a few of our city's most successful Airbnb hosts." Anyone who might have been deterred by prior illegality was free to show their faces and ask all the questions they wanted about getting onboard.

But something important was missing in the gushing literature promoting the event: an explicit mention that not everyone in Portland who wants to host through Airbnb is allowed to.

The permits approved by Portland City Council—available as of September—extend only to people living in single-family homes. Apartment- and condo-dwellers, which Airbnb has called "a critical part of our community," do not have the right to offer up all or part of their homes. And yet, as it turns out, Airbnb might not need to fudge that for long.

Mayor Charlie Hales' office plans to release proposed rules for a controversial expansion to multifamily buildings by the end of the month, the Mercury has learned. The proposed limits—flowing from talks

between landlord and renter lobbyists, housing advocates, city staffers, and even Airbnb itself—might even become law by the end of the year.

But while Airbnb has cheerily said it welcomes the city's embrace, participants in the talks also say the company will have plenty to grumble over. Meanwhile, some participants are worried the proposed rules won't do enough to address problems with discrimination and affordability—an especially acute issue at a time of rising housing costs.

"I'm hoping we get to consensus," says Jackie Dingfelder, the policy director for Hales who presided over three separate meetings on the new rules this summer. "It may not be what everybody lands on to the 'T,' but I think we're going to be able to address the majority of the concerns we've heard."

Most consequentially? Hales' office wants to maintain the city's current ban on short-term rentals in homes that aren't someone's primary residence. And further, it will suggest a cap on the number of primary residences that can legally be offered up as short-term rentals.

The current thinking would allow licenses for at least one unit in every building citywide, but for no more than 10 percent of the total units in a larger complex, Dingfelder tells the Mercury—a smaller number than a 25 percent figure sources say was floated in discussions.

Sources say the cap was demanded by Commissioner Nick Fish, who joined with Commissioner Amanda Fritz to help slow Airbnb's expansion to apartments this summer.

It's similar to a proposal first crafted in Austin, Texas, which allows 25 percent of buildings to be rented on a short-term basis in commercial zones, and just three percent everywhere else. (Austin also caps the number of available single-family rentals in each of its federal census tracts.) Airbnb supporters lobbied against the caps in Austin, and sources say the company pushed back during meetings here.

"They don't like the idea of a cap," says one source close to the talks, who also gave the company credit for "sitting at the table." "They believe people should be able to use their residences as they see fit."

Airbnb, in a statement, was sanguine: "Portland is embracing home sharing and we have been proud to participate in discussions about this matter."

The cap, however, was too important to policymakers to give up—for two reasons.

By making sure entire buildings aren't turned over to short-term rentals, the city believes it can work around stringent state rules that would otherwise force interested landlords to comply with the same building codes that apply to hotels. That would require a change in how a building is classified and likely call for expensive upgrades including emergency exits and sprinkler systems. Officials worried landlords and tenants would look at the cost and decide it wasn't worth going legit—keeping their units on Airbnb's gray market.

Just as important, by limiting the number of units in each building, Hales' proposed cap has won tentative buy-in from tenant rights advocates who've raised concerns over equity and affordability. Advocates told city hall that a per-building cap, as opposed to some kind of citywide cap, will keep landlords in desirable neighborhoods from cashing in and converting affordable long-term rental units already in short supply.

That isn't to say the cap is a panacea.

Tenants rights advocates remain wary, not convinced the cap—without more rules—won't lead to fair housing violations. Interestingly, they've found some common ground on that issue with rental industry advocates.

"If you're going to have a cap," says Deborah Imse, executive director of landlord lobbying group Multifamily NW, "who makes the decision on which of the building's residents get to do it? It sets up something where an owner can be discriminatory about who they allow."

"We're not going to tell landlords which units those are," Dingfelder responds.

There's a flipside to that concern. Tenants who have permission—and who've come to rely on their extra rental income—might be loath to rock the boat by asserting their rights over regular tenant issues. Moreover, Imse says, landlords would be free to raise rents for tenants seeking permission to post legally on Airbnb.

And that's not all.

In regular rental situations, landlords are barred from discriminating against tenants over things like race, gender, sexuality, and family status. But tenant rights advocates say those considerations don't really apply to hotels and motels. They also point out that people hunting for roommates are allowed to be choosier. State and federal laws, they say, are largely silent on how Airbnb rentals ought to be treated.

"There are a lot of things that need to be fleshed out and thought through," says Pegge McGuire, executive director of the Fair Housing Council of Oregon. "That's not only a national discussion, but an international discussion."

Hales' office has stressed it's open to revising its proposals, during a 30-day public comment period before the city council votes this year, or even after they've been in place for some time. Dingfelder says the office also has proposed several other restrictions or exhortations meant to ease concerns. Among them:

- Landlords, property owners, or homeowners associations must sign onto applications for short-term rental licenses. If you've signed something saying you're not allowed to do the rentals, nothing in city code will supersede that. The city hopes to track which units in which buildings are up for rent.
- Smoke and carbon monoxide detectors must be present—but Hales' office is pointedly not interested in duplicating inspections already carried out by the fire marshal. The city has contemplated charging as little as \$100 for a two-year permit, less than the \$180 it charges for single-family homes. But Dingfelder says that's still in flux.
- Hosts must send notices, with contact information, to neighbors above, below, adjacent to, and across the hall from their unit. They also must notify their local neighborhood associations.

The mayor's office has encouraged Airbnb to work with tenant and landlord advocates to craft educational materials letting hosts know what the rules are.

But Justin Buri, deputy director of the Community Alliance of Tenants (CAT), says Airbnb resisted suggestions it create a resource page that pops up whenever someone in Portland tries to list their home on Airbnb.

"For how much money they have," says Buri, referencing the company's estimated \$10 billion value, "I don't think that's a heavy lift."

Already, Buri says, people have called CAT's hotline with complaints about potential violations. The Portland Bureau of Development Services, which enforces city code, also has begun receiving calls, officials say. The more education hosts and renters receive, advocates like Buri say, the smoother this expansion will go. That's especially important because enforcement of any violations will rely on complaints.

And yes, says Dingfelder, city hall is fully aware that dozens of apartments are already up for rent on Airbnb without a license—outside a landlord's control. If the new rules are too draconian, she says, that might continue.

"The market is ahead of us, frankly," says Dingfelder. "What's the right amount of regulation? And how do we balance health and safety and affordability?"

## Hall Monitor

### Charlie's Finally Got His Chief

*By Denis C. Theriault*  
*October 8, 2014*

THE PAIRING has always had an air of awkwardness: the mayor, Charlie Hales, who took office calling for a "culture change" within the Portland Police Bureau, and the police chief, Mike Reese, who'd briefly flirted with a run at the city's top job himself, and more importantly, was hand-picked by Hales' predecessor.

For a while, they made it work.

Hales needed Reese to finish important work that had started well before he took office: federally bargained reforms designed to answer accusations that Portland cops use excessive force against people with mental illness.

Reese had his own agenda. He wanted to take the bow once a judge finally approved those reforms. He had a new training center to celebrate—a white whale that had eluded his predecessors. And he had to hold on long enough to fatten his pension.

But like most marriages of convenience, this one had long suffered from what might be charitably described as a lack of intimacy.

And while Hales and Reese kept a brave face in public, saying nice things about one another, city hall sources had long since commented on the growing cracks between them.

Hales wasn't communicating like he used to, sources say. Reese, meanwhile, had done his job in changing the bureau's force policies. But there were other, private fights, over things like money. It didn't help that Reese presided over several personnel scandals involving high-ranking officers and seemed to resent city hall's willingness to pepper the bureau with budget cuts—a fight that boiled over after two commissioners, Nick Fish and Steve Novick, needed Hales' help to get the cops to cooperate in a study of the city's supervisory ratios.

Which is why it was hardly surprising when Hales and Reese held a press conference on Tuesday, October 7, and announced Reese would be moving on. They'd been talking about it since July, Hales said. The timing didn't just make sense—it also let both men save face with a graceful transition.

The city's police reforms had finally, as of August 29, been accepted by a federal judge. Reese, last month, got to take his last victory lap over the training center. And city hall is still months away from its annual budget fight, another bad time to change bureau bosses.

Ironically, Hales didn't look too far from Reese when naming his replacement, picking his longest-tenured assistant chief, Larry O'Dea. O'Dea's been an assistant so long he was put there by Reese's predecessor, Rosie Sizer—someone Hales has met with to talk police issues since taking office.

O'Dea, a Portland cop for 28 years, is something of a surprising choice—known as a thoughtful cop's cop and reputedly not so interested in the politicking that typically accompanies the chief's gig. His hiring came without a national search, which Hales said would have been a pointless "exercise" in this case—and, sources say, without consulting Hales' colleagues in city hall.

That's not to say O'Dea will be a bad choice for the community policing agenda Hales dreams about.

O'Dea—who's regularly sat with the city's Community and Police Relations Committee, a forum for sensitive topics like racial profiling—has made improving relations with the city's minority communities a major focus. He's also said he wants the bureau, and its largely white male command staff, to look more like the community it serves.

Tellingly, he invoked Ferguson, Missouri, in making his point. He said the bad blood there is about "way more than what happened that night," when police shot an unarmed black teenager. It's about a fraught relationship between cops and community members that he says he wants to keep mending here, too.

O'Dea's appointment might help clarify something else that's been troubling city hall. It's been almost two years since Hales arrived, declaring police reform one of his top priorities. But some observers inside and outside government find themselves wondering whether that's still true.

Hales could blame the tangled judicial process that slowed the pace of reforms. He could point to a police chief he inherited. Today, neither of those things are problems.

And that means Hales will have at least a few months, before the fever of the 2016 election sets in, to really show us what he can do.