

Willamette Week

Jody Stahancyk Won't Challenge Amanda Fritz for Portland City Council

By Beth Slovic
February 3, 2016

Jody Stahancyk, the powerful divorce lawyer, won't challenge Portland Commissioner Amanda Fritz for a seat on the Portland City Council, she tells *WW*.

Stahancyk, 67, started talking in October about [running against the two-term incumbent](#), going so far as to establish a campaign account and giving herself \$5,000 in seed money.

Stahancyk says the motivation to run sprung, in part, from a conversation she had with Fritz last fall, after an event at Duniway Park near Stahancyk's office in Southwest Portland. Stahancyk told Fritz there wasn't adequate notice to neighbors and that, as a result, Stahancyk had missed an opportunity to help make the event even better for the community. Stahancyk says she felt Fritz dismissed her, so she told her to expect a challenger.

"[M]y statements to Amanda Fritz that I was challenging her in the next election were not made in a fit of pique nor because I dislike her as a person," Stahancyk tells *WW* in an email. "I was and remain concerned that Portland has problems that need to be solved in a more practical manner."

Stahancyk says others encouraged her to run but that's she's decided she won't.

"My decision was not about viability," she writes. "There was great enthusiasm for my potential candidacy, with many people saying they would be eager to contribute. Like my opponent, I could have also self-funded a campaign. But there are so many better uses for that kind of money—especially for philanthropic work in the community."

She's not ruling out a future run either. "But for right now, I am doing the work I should be, from the position I should be doing it," she writes.

The Portland Mercury

Right 2 Dream Too is Poised to Move to Southeast: But Will Business Opposition Kill the Deal Again?

By Dirk Vanderhart
February 3, 2016

ON SATURDAY, January 30, a moderator asked how many people in a packed church hall in Southeast Portland were concerned about Right 2 Dream Too's (R2DToo) possible relocation from Chinatown to the Central Eastside.

Roughly half the hands in the room shot up.

Then the moderator asked how many people were *excited* about the self-managed homeless rest area's potential move, and even more arms emerged.

Among the people who raised their hand *both* times? City Commissioner Amanda Fritz. As R2DToo's fate comes up for consideration yet again, even the rest area's most stalwart advocate on city council has conflicting feelings.

On Thursday, February 4, the council will take up several items that will have an enormous impact on R2DToo's future as a resource for homeless Portlanders in need of a place to bed down.

First, commissioners will consider whether to modify a plot of land at SE 3rd and Harrison—near OMSI, and the east end of Tilikum Crossing—that the city bought last year with an eye toward hosting the encampment. Then they could vote on whether to accept a city opinion that states the plot is appropriately zoned for a homeless rest stop, and consider a 10-year agreement that would solidify R2DToo's move.

The relocation proposal's got a lot going for it—including vibrant renderings that promise fences wreathed in flowers and raised garden beds.

But the city has been here before.

In October 2013, Fritz had another home in mind for R2DToo, which has used its perch beneath the Chinatown gate to help hundreds of homeless Portlanders since it popped up in 2011. She proposed putting the rest area on a city-owned lot known as "Lot 7," located under the Broadway Bridge—and that plan, for a time, looked unstoppable.

But it was stopped.

During a council hearing similar to the one planned for this week, Pearl District developers railed against the move, which would have put R2DToo very close to a new hotel. The outcry prompted Mayor Charlie Hales to slow things down, and those same developers, Homer Williams and Dike Dame, eventually paid more than \$1 million—both to purchase the lot where R2DToo would have moved, and to pitch in more than \$840,000 toward finding it a new home.

A little more than two years later, the city paid \$254,000 for the Central Eastside site where Hales and Fritz now want to put the homeless camp. Officials have conducted environmental studies that suggest air quality is satisfactory, and that existing contamination can be capped. And now the city's in largely the same situation it faced in 2013—complete with business interests who really, really don't like the proposal.

Asked recently if she felt there was support on city council to formalize the move, Fritz said only, "I thought we had the votes for Lot 7."

This time, it's Central Eastside business owners who are the most upset.

"We feel like it's not the right location," says Debbie Kitchin, co-owner of contracting firm InterWorks, who until recently served as chair of the Central Eastside Industrial Council (CEIC). Since Fritz and Hales showed CEIC leadership the site last April, the group has repeatedly

challenged the notion of sanctioned outdoor camping nearby, and has asked officials to look for a building that could house R2DToo.

Kitchin says the CEIC will consider legal action if commissioners approve the relocation. That could involve a case before the Oregon Land Use Board of Appeals. In a move that resembles the Pearl District developers' strategy in 2013, the CEIC's repeatedly complained about the city's rationale for allowing a homeless rest area on land designated for industrial use.

About that rationale: In a document released last week, the city suggests R2DToo qualifies as a "community service" under zoning code. But, conveniently, the Portland Bureau of Development Services (BDS) says the rest area is neither a "mass shelter" nor "short-term housing." Those would be prohibited on the Central Eastside site. Instead, BDS Land Use Services Manager Rebecca Esau determined that the rest area is another, ambiguous community service, and therefore permitted.

If many factors are similar to the failed 2013 move, one is not. In the last several months, city hall—led by Hales—has radically changed the way it addresses the city's homeless crisis. What Hales' chief of staff, Josh Alpert, describes as "blanket sweeps" have given way to more selective, case-by-case enforcement of the city's camping ban.

As first reported by the *Mercury*, Hales' office is also in the process of formally permitting two organized homeless camps under terms similar to those proposed for Right 2 Dream Too (see [In Other News on page 9](#) for more details).

"A lot of it's similar," Alpert says. "It should be similar. We should have consistency."

The site plans drawn up for R2DToo pop with color. They show clusters of tents—some for two people, some for eight—arranged around a series of structures that'll house toilets, showers, a kitchen, a laundry room, and more. Local architect Mark Lakeman, who's designing the site, told Saturday's crowd about a "sculptural wall" laced with passionflower that will surround the camp, and called it "a shiny and lovely addition to the urban environment."

Hales, who's working with Fritz on the proposal, downplayed that characterization, telling the *Mercury*, "It's not a Shangri-la. It's not a barracks with a chain-link fence around it, either."

Whatever it ends up being, Fritz isn't the only person both excited and concerned about R2DToo's possible move. Since learning about the proposed site last year, the rest area's leadership has repeatedly expressed reservations about the site being too far from downtown and the social services its residents rely on. R2DToo voted to accept the Central Eastside land only a couple of weeks ago, according to co-founder Ibrahim Mubarak.

"We made the decision we would try the site out," Mubarak says. "Even though it's back in a dark corner, in a place where we've got some irate owners. R2DToo is not going to be a happenstance place to come past anymore, like we are now."

There's also the issue of how anyone staying at R2DToo would get downtown from the site. Mubarak and other camp leaders say they'll work toward an agreement with the Portland Streetcar, which trundles by just east of the site. But so far, no such agreement has been hammered out, according to Portland Streetcar Executive Director Dan Bower.

Assuming something can be worked out, Mubarak says he's most worried that people won't come back to R2DToo once they've left.

"Being far away," he asks, "will people still utilize that spot?"

The Portland Mercury

Hall Monitor: Money on the Table

By Dirk Vanderhart

February 3, 2016

EVERY YEAR, the city's chief financial officer trots a ponderous document before the Portland City Council: an unending series of lists and charts and ledgers detailing **Portland's fiscal health**.

This is the Comprehensive Annual Financial Report (CAFR) and it's reliably ignored. But last week, as CFO Ken Rust laid out the latest edition, he offered some good reasons for people in council chambers to look up from their smartphones (ahem, city commissioners included).

For one, Rust had made this year's report easier to follow by offering a series of **color-coded dots** to denote key components of the city's financial outlook. Portland's prospects for transportation and parks infrastructure, which face funding shortfalls, are an angry red. Utilities infrastructure is holding steady at a serviceable yellow. Only the police and fire retirement fund is an optimistic green.

More compelling than the dots was Rust's message about them: For all the sunny fiscal news Portland's had recently, there are **money-sucking twisters on the horizon**.

Consider: The city's about to enter a budget year that accounts for some of the fastest economic growth in decades, yet there's a lot of sullenness to go around.

Mayor Charlie Hales, remember, has asked most bureaus to find 5 percent cuts in order to accommodate spending on the city's housing emergency. That has Portland Parks and Recreation talking about closing a pool (Buckman—always Buckman), slashing recreation center hours, and eliminating the popular Movies in the Parks program. The Portland Police Bureau is threatening to **chop something like 80 positions** assigned to traffic enforcement, domestic violence cases, and Portland Public Schools. Those are just the bureaus I've had the chance to look at.

This May, Portlanders will vote on a four-year, **10-cent local gas tax** that would partly remedy the city's transportation funding shortfall. But parks, public pensions, and rising employee costs—all of which have negative outlooks—would be unaffected.

So even though Rust says the city's in "good health," he offers a **bleak prediction**.

"If we don't take action, we're going to be in a position of chronic budget shortfalls and reductions," he told the commissioners. "If we're not careful... we're going to be in this position every year."

Solutions won't be simple. Well, except maybe one.

"The easiest source of new revenue is simply to **have people pay what's owed to us**," Rust noted last week. I followed up via email, and the CFO sent me a list of millions upon millions the city's leaving on the table: Roughly \$32 million in parking tickets that haven't been paid (equivalent to two years of a gas tax), more than \$5 million in business taxes that aren't handed in each year, and "**several million**" in **finances and fees** that the city could be collecting from property owners.

That's almost \$40 million, for starters. Rust says not all of it will be collectible. He says it's time to try.

"We're asking people to pay more and more," he says, "when we have people who haven't paid for things they should have paid us for."

GoLocalPDX

Jules Bailey Rolls Out Campaign Endorsements

By GoLocalPdx Politics Team

February 4, 2016

Jules Bailey, Multnomah County Commissioner and candidate for Mayor of Portland, unveiled his official list of endorsements on Wednesday.

The list of endorsements, [found on Bailey's campaign website](#), is highlighted by endorsements from former Oregon state leaders, including former Governors, Secretaries of State, and other state officials.

Former Governor Barbara Roberts tops the list of Bailey's Endorsements. The former leader of the state announced her endorsement last week.

"Jules was raised in a family that taught him two important values---hard work and shared responsibility. He has lived by those values as a citizen, an elected leader, and a father & husband," said Governor Roberts in her endorsement announcement. "As Portland mayor he will continue his commitment to job creation, open government and a city that serves everyone. Jules will make us proud of Portland."

Roberts will headline the campaign's Field Campaign Kickoff this Saturday.

Bailey has also been endorsed by former Secretary of State Bill Bradbury, fellow Multnomah County Commissioner Loretta Smith, State Senator Michael Dembrow, State Representative Barbara Smith Warner, Multnomah Education Service District Board Member Stephen Marc Beaudoin, former State Representative Dick Springer and former Portland Public Schools Board Member Ruth Adkins.

Importance of Endorsements

Experts said that observers should not be surprised by Bailey's focus on endorsements, particularly given his disadvantage in fundraising. As GoLocal reported, Bailey trails his

opponent, State Treasurer and favorite to occupy the Mayor's Office Ted Wheeler, by tens of thousands in campaign contributions.

Rebecca Tweed agreed she told GoLocal when Bailey announced his campaign that Bailey would have to move quickly in order to compete with months-long front runner Wheeler.

"Because Wheeler has done so well raising money and obtaining endorsements to this point, with no signs of slowing down, Bailey will still need to have a strong outpouring of support from the beginning of his campaign to show that he is taking this seriously, that he is not intimidated by Wheeler's successes thus far, and that he has the backing necessary to win," Tweed told GoLocal. "He will need to solidify some key endorsements and raise a lot of capital to show he has significant support in his campaign, right from the start."