

Willamette Week

Portland Marathon Organizers Are Negotiating a New Race Route, City Says

By Rachel Monahan

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City officials and the organizers of the Portland Marathon have started negotiating a new route for the October race, after a permit denial [threatened to end a 45-year tradition](#).

A spokesman for the Portland Bureau of Transportation says marathon organizers have agreed to discuss a race route that would require 33 police officers or less.

"There's talk of a potential new route," says PBOT spokesman Dylan Rivera. "But there is not yet even a draft of a new route."

For more than six months, the Portland Police Bureau and PBOT asked marathon organizers to submit a race proposal that would require no more than 33 cops to staff the event, citing staffing shortages at the Police Bureau.

Marathon organizers [rejected those entreaties](#). Executive director Les Smith said the race route is a 25-year tradition too important to change, even though it requires 80 officers to staff the streets.

On June 9, PBOT declined to issue a permit for the race. That decision imperiled one of the biggest sporting events in Oregon, just four months before the Oct. 8 event.

Marathon organizers say they plan to appeal the decision.

Rivera now says the city has hit the pause button on reviewing any future appeal, while city officials and marathon organizers negotiate. "The denial is not rescinded," he says, "and should these negotiations fail, the appeal process could be reinstated."

Marathon director Smith could not immediately be reached for comment.

WW intern Elise Herron contributed reporting to this story.

The Daily Journal of Commerce

BDS offers permit help for cannabis industry

By Garrett Andrews

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To speed up Portland's beleaguered permitting process, the city is offering to help people interested in starting new marijuana-focused businesses save multiple trips through the Permit Center.

The city already offers personal sit-downs with prospective applicants for fees determined by the scope of each proposed project. What's new is that times will now be set aside for marijuana businesses, said Ross Caron, spokesman for the Bureau of Development Services.

Along with adhering to building code requirements, which are overseen by BDS, marijuana businesses have the added burden of maintaining a marijuana business license, which is

administered through the Office of Neighborhood Involvement. Because two offices are involved, Caron said, the city wants to do more to assist marijuana businesses.

The assistance meetings will be staffed by professionals specializing in fire prevention and other life safety issues, plans examination and mechanical engineering. They'll be on hand to assist applicants with submitting completed project applications and preventing costly slip-ups.

Two tiers of meeting will be offered – one for simpler, retail-only shops, and one for more complicated projects involving production, processing and wholesaling.

Tier 1 meetings will cost \$511, with the option of having a structural engineer attend for \$152. Participants must complete a preliminary packet prior to the meeting and submit all materials for review five days ahead of time. If a Tier II meeting requires zoning and infrastructure professionals on hand, the fee is \$2,074.

Caron said the move is intended to help streamline the city's overworked permit process, which has struggled to hit performance measures in recent years.

BDS is rapidly staffing up after operating shorthanded for most since the recession hit in 2008. More than 160 employees have been added in the last two years (the average time to train a BDS employee is considered nine months). Over a recent 12-month period, only 56 percent of permits taken for review by BDS were returned on time.