

The Portland Tribune

Portland granted 60-day delay on crypto decision

By Jim Redden

August 1, 2017

UPDATE: Oregon Health Authority responds to request from Mayor Ted Wheeler and Commissioner Nick Fish the day before scheduled vote

The Oregon Health Authority gave Portland an additional two months to decide how to fight a potentially deadly parasite in the Bull Run watershed Tuesday evening.

A 90-day extension had been requested by Mayor Ted Wheeler and Commissioner Nick Fish, who is in charge of the Portland Water Bureau. It was granted the day before the City Council was scheduled to vote on a treatment option for Cryptosporidium that could cost up to \$500 million.

"The Oregon Health Authority has granted the Portland Water Bureau a 60-day extension of the deadlines in the Cryptosporidium treatment variance revocation order. The Bureau had requested a 90-day extension. The OHA and the PWB agree that the treatment options are well understood, and OHA is confident the PWB can meet the Cryptosporidium treatment planning requirements spelled out in the revocation order by the new deadline (Oct. 11, 2017). OHA also has encouraged PWB to continue its community engagement efforts to share its plan and the costs involved," OHA Lead Communications Officer Jonathan Modie said in an email to the Portland Tribune Tuesday evening.

The Aug. 2 council hearing will take place as scheduled anyway.

"This would give us more time to consult with our citizens, stakeholders and independent advisory organizations," Fish said of the extension request, sent to the OHA on Monday, Aug. 1, referring to the Portland Utility Board and Citizens Utility Board. Both advise the council on rate-related utility issues and have criticized the short deadline.

The council is reviewing two options for fighting crypto, as the parasite is commonly called. One is ultraviolet light and the other is filtration. A UV plant would cost \$105 million and take five years to build. A filtration plant would cost between \$350 million and \$500 million and take 10 to 12 years to complete. Both would require water rates to be raised to pay construction costs, with the filtration plant costing significantly more.

You can read the letter [here](#).

To read a previous story on the issue, go to portlandtribune.com/pt/9-news/367133-249185-advisory-board-more-time-or-spendiest-crypto-option

Portland's police chief: Wheeler choice sets up political risks

*By Nick Budnick
August 1, 2017*

Mayor will soon decide whether to keep Police Chief Mike Marshman or replace him with someone from outside the bureau

About a month ago, Portland Police Chief Mike Marshman marked his one-year anniversary as Portland's top cop — with no clue whether he will keep the job.

As early as this week, Mayor Ted Wheeler will choose between Marshman and three other finalists to be chief following a national search that drew 33 candidates.

It's the kind of decision that makes politicians squirm. In Marshman, Wheeler has a known quantity who, despite becoming a focal point of criticism for police critics, is well liked by his troops and in the business community, and hasn't made the sort of glaring missteps that have led to other chiefs being replaced.

Against that safer pick, Wheeler must weigh other candidates who, while potentially more appealing, are believed to have never proven their chops as chief of a law enforcement agency.

Only one of those three challengers has been confirmed: Larry Sciroto, 44, who became an assistant chief of the Pittsburgh police just a year ago.

Wheeler is keeping the other two candidates' names a secret at their request, having reversed his office's earlier pledge of advance public vetting of potential chiefs.

Speculation among those following the process centers on two candidates, however: Danielle Outlaw, a 41-year-old deputy chief in Oakland, and Perry Tarrant, a 58-year-old assistant chief in Seattle. The names were first revealed by *The Oregonian*.

The well-publicized search has put the mayor in a tough spot —as whatever happens under his pick, he owns it.

"Wheeler will be blamed whatever the politics are," if anything bad happens with the police bureau in upcoming years, said Jim Moore, a Pacific University government professor who heads the Tom McCall Center for Innovation in Government.

In contrast, without a search, Marshman would have given Wheeler a convenient fall guy if, say, a controversial officer-involved shooting took place.

Unusual search

It's not typical to conduct a national search to fill a job that's already occupied — unless that person is widely unpopular or an interim. And it was an unusual set of events that brought Wheeler to this place.

Last year, when Wheeler pledged to hold a national search in the midst of his mayoral run, the chief was Larry O'Dea, a man who seemed uncomfortable both in the public limelight as well as with his own troops. Sightings were so scarce outside the chief's office that behind his back, police managers called O'Dea "Sasquatch."

Then, when O'Dea imploded over coverage of his questionable handling of an off-duty camping incident in which he shot his friend, Robert Dempsey, Marshman was named to succeed O'Dea.

Though he had scant management experience, Marshman was well liked in the community and was well-versed in police accountability, as the liaison to the federal Department of Justice in

efforts to comply with a legal settlement reached in 2014 over the bureau's treatment of the mentally ill.

Marshman, however, promptly was outed for an incident years before in which he was investigated for choking his 16-year-old stepson, leaving neck bruises that looked like "hickeys," as his ex-wife told investigators. Marshman said he regretted the incident, and that he acted in self-defense. But the news, first reported by the Portland Tribune, became a rallying cry for a small but determined group of police activists who turn out regular marches focused on City Hall.

Upon taking office, Wheeler vowed to proceed with a national search, saying he needed to make sure the police chief best shared his values.

The perception that Wheeler has treated Marshman poorly has only increased his popularity with his officers.

The police officers' union has come out strongly in favor of Marshman, meaning that if he is replaced, the new chief could face a chilly reception.

Focus on communities of color

The job announcement posted in May said "the successful candidate must demonstrate the capacity and commitment to expand on existing strategies to improve relationships with and service provision to Portland's communities of color, ensuring that equity is a bedrock of policing in Portland."

On the face of things, Outlaw and Tarrant, both African-American, would seem to clearly have that capacity. They both have compelling personal stories, and have been vocal about the need to improve police relations with minority communities.

Jo Ann Hardesty, the Portland NAACP leader, said that whoever is picked, it shouldn't be the incumbent.

"Marshman," she said, "is a status quo appointment and not able to implement a reform agenda."

Nkenge Harmon Johnson, president and CEO of the Urban League, sat on the mayor's search panel. She declined to confirm the finalists' names, but expressed confidence that "The mayor is going to have a good group of folks to choose from."

The pool will have risks, however.

Tarrant spent the bulk of his police career in Tucson. Arizona does not have collective bargaining, meaning his experience in Oregon-style union relations is limited.

Despite her reputation as somewhat of a whistleblower on bad police behavior in Oakland, Outlaw might be considered young to become chief of a mid-size force of more than 900 sworn officers.

Few, however, give Marshman much of a chance of making the final cut. Bureau insiders suspect politics will guide Wheeler's decision, and an outside candidate would burnish his progressive credentials in the event of a run for higher office.

While one year ago Marshman was the candidate of change, he now "has become the status quo choice," said Moore, the Pacific University professor. "And so if change in policing is what the electorate wants, then ... Marshman will be a bad choice politically."

That said, Moore added he's not sure voters are that fired up about the situation.

Jason Renaud, of the Mental Health Association of Portland, said the chief pick "is a decision that should be made on their experience as an individual and their credibility as a leader for the community. I would hope that Wheeler would not make this a political decision."

City Hall Watch: Short crypto deadline blasted

By Jim Redden

August 1, 2017

Plus, the owner of Peterson's on Morrison pleads with the City Council to stay open during parking garage remodeling project

Both organizations authorized by the City Council to advise it on utility issues have criticized the short deadline for deciding how to fight a potentially deadly parasite in the Bull Run watershed — the primary source of Portland's water.

In separate reports to the council last week, the Portland Utility Board and the Citizen Utility Board both said the scheduled Aug. 2 vote is too soon. Each said the public needs more time to understand the complex and costly decision.

The council is set to vote Wednesday to build a \$150 million ultraviolet plant or a \$350 million to \$500 million filtration plant to kill or remove cryptosporidium from Bull Run water. That is less than three months after the Oregon Health Authority told the city on May 19 that it must make the decision by Aug. 11.

Both chose filtration if the decision must be made so soon, although CUB wants UV as a backup.

Peterson's owner fights eviction

The owner of Peterson's on Morrison lobbied the City Council on Wednesday to allow the convenience store to remain open while the city-owned parking lot where it is located is remodeled. Don Peterson presented the council with petitions with more than 1,300 signatures in support of the store during the open public testimony portion of the agenda.

Prosper Portland, the former Portland Development Commission, is evicting all retail tenants during the project. Although they can apply to return, none are guaranteed to come back when it is over. Commissioners Chloe Eudaly and Dan Saltzman have asked that the store be prioritized. It has been there since 1984.

Parks director appointed to national board

Portland Parks & Recreation announced Wednesday that Director Mike Abbaté has been elected to serve on the board of directors of the National Recreation and Park Association, the leading nonprofit organization dedicated to parks and recreation across the country. He will begin his three-year term at the 2017 NRPA annual conference, which runs Sept. 26-28 in New Orleans.

Abbaté is a landscape architect with 30 years of experience in both the public and private sectors. In 1997, he co-founded GreenWorks, an award-winning landscape architecture and environmental design consulting firm. He has directed PP&R since 2011, the same year NRPA named Portland the best park system in the nation. Major projects since then include increasing the number of developed parks in East Portland.

Willamette Week

Sick of Portland Changing? Too Bad. Here Are 7 Places Where This City Could Soon Go Big.

They could radically alter the face of both sides of the Willamette River.

*By Rachel Monahan
August 2, 2017*

Portland is in a construction frenzy.

The horizon is thick with cranes: 32 at last count, more than all but four other U.S. cities. As many as 10,000 hardhat jobs remain unfilled, The Oregonian reported last month. Developers will add a projected 6,500 apartments to the metro area this year.

All this change tends to unsettle some Portlanders.

Brace yourselves: Even bigger changes are on the way.

A handful of large-scale projects are expected to break ground in the next five years, and they could radically alter the face of both sides of the Willamette River. They could change Portlanders' commutes, and the jobs where they work. And these few projects could have an outsized effect on the cost of housing.

"One thing we can be sure of: Whatever we think won't change will," says Ethan Seltzer, professor of urban studies and planning at Portland State University.

That may sound like hyperbole. But these proposed projects are big, ambitious and still unformed. If done right, they could help Portland grow into a major U.S. city, make it a national model for transportation, and handle a wave of new arrivals without pushing out people who live here now. If done wrong, the projects will squander a building boom, clog the streets with cars and make this city a playground for the rich.

"We have a tremendous opportunity to shape entire neighborhoods, improve our economy and continue to put our values around sustainability into practice," says Mayor Ted Wheeler. "We should think big."

None of that future is certain. Some of these projects need champions. Some of them require money. And others—the biggest opportunities of all—are still casting about for the right idea.

In the past month, *WW* has spoken to more than two dozen planners, architects and city officials. Many of them pointed to the same spots on the map—and said these places could herald a new cityscape.

These could be the seven wonders of Newer Portland. Or the next developments you'll love to hate. Either way, get ready.

THE INNOVATION QUADRANT

What's the big idea?

Basically, a mini Silicon Valley—a swath of the city dedicated to companies focused on health, science and technology, lining the river on both ends of Tilikum Crossing.

Oregon Health & Science University is awash in a billion-dollar fundraiser by Nike co-founder Phil Knight to find a cure for cancer. OHSU and Portland State University want lab space for startups that grow out of their cancer research and tech incubators.

"We need innovation to stay in Portland," says Erin Flynn, associate vice president of strategic partnerships at PSU, who is spearheading the project.

The state's first and only bioscience-focused startup incubator, run by a group that goes by the catchy name Oregon Translational Research and Development Institute, or OTRADI, has a waitlist of more than 10 new companies that need labs.

The companies at the incubator are working on health tech ranging from new drugs to treat eye disease and stroke to a completely artificial heart.

"It's perfect timing," says OTRADI executive director Jennifer Fox. "Our most pressing need is space for when they move out of the incubator. They are used to being clustered around each other. They have gotten addicted to collaboration."

So OHSU and PSU have joined forces with the Oregon Museum of Science and Industry and Portland Community College. Together, they've concocted an ambitious scheme to take a section of the city with a lot of new development and vacant property, and roll it into one project. They're calling it the Innovation Quadrant.

The four organizations are betting they'll produce enough tech startups—especially around cancer research and genetic engineering—that they can attract developers to build lab space for those companies.

Where would it go?

Ground zero is OHSU's 300,000-square-foot Knight Cancer Institute, under construction in the South Waterfront.

A block away, Zidell Yards just finished welding its last barge—and the Zidell family wants to develop the 30-acre shipyard. (The plans for Zidell Yards currently include 1.5 million square feet of office space, 2,200 residential units and 200 hotel rooms.)

That's at one end of Tilikum Crossing. On the other side, the east bank of the Willamette? A maze of train tracks and vacant lots, including roughly 10 acres owned by OMSI.

The museum board has for years been clamoring for a big development on the Central Eastside and is poised to go to the city this fall with new plans.

Half a block north, Prosper Portland—the city urban renewal agency formerly known as the Portland Development Commission—bought three blocks of parking lots for \$2.8 million in June. It wants to develop them into space for light manufacturing and offices.

These sites could hold tech company labs and offices or house their workers.

What could go wrong?

The wrangling of large institutions working together on a project could easily fall apart. They're supposed to formalize their partnership within the next two months, and say how much money they're each willing to invest.

They haven't announced how many buildings they have in mind, who would occupy them, how much they would cost, or where the money is coming from. That's a whole lot of question marks. And the Zidells and OMSI are looking for the highest possible return on their real estate investments.

Observers are skeptical of the basic concept. Without major private capital pledging to invest in the businesses, having a lot of available real estate won't matter.

"We've been down this road before," says Seltzer, who describes what he's heard so far as a real estate play that doesn't have any big-money backing. "It didn't materialize. That's not how biotech is playing out across the country."

What's next?

Already, investors are making the first tentative moves. A private developer, Summit Development Group, is rehabbing a space on Southeast Alder Street into labs. It will open next year. California-based tech company AutoDesk, which currently has offices in Lake Oswego, will next year move hundreds of employees into the nearby Towne Storage building.

The biggest chunk of property is Zidell Yards, and it's not yet clear how sold the barge-building heirs are on the tech dream, though they issue vaguely positive statements. OMSI will ask city planners for advice on its designs this month. Prosper Portland aims to line up a developer by the end of the year.

A firm hired to brand and market the Innovation Quadrant is already at work.

U.S. POST OFFICE SITE

What's the big idea?

Since the millennium, the city's central U.S. Post Office site has been the white whale of Portland real estate. It blocks the upscale Pearl District from the dingy alleys surrounding Union Station—and city planners see linking those two neighborhoods as the key to smoothing out inequality.

Last year, Prosper Portland—the urban renewal agency—bought the site for \$88 million. Having spent lavishly on the property, Prosper Portland is now looking to turn it into an apartment and retail center to match the Pearl (and work as a disinfectant on the squalor of Old Town).

Prosper Portland says that's what will happen: 2,400 new apartments, space for 4,000 jobs, and an office tower zoned to rise as tall as 40 stories.

"It's a once-in-a-generation opportunity," says Prosper Portland executive director Kimberly Branam. "This is a development of regional import."

More interesting to most Portlanders: The agency's plans call for 700 of those apartments to be subsidized as affordable housing.

Where would it go?

The U.S. Postal Service's hulking, drab mail-sorting center sits between the Pearl District and Chinatown, clogging the central city with a shrinking federal agency in a building that has all the charm of a 1960s cafeteria (plus an actual cafeteria). In 2018, the post office will move to a new location near Portland International Airport.

What could go wrong?

Trying this experiment at the edge of Chinatown could backfire. Or the project could fail to build all the affordable housing units promised.

Observers look at Prosper Portland's grandiose plans for shopping, offices and low-income housing and wonder how the agency will manage it all. Longtime developers say trying to do too many things on one site can mean nothing is done well.

"It's really, really important to do it right," says parking garage magnate Greg Goodman. "You don't allow someone to cut their teeth on a Rembrandt."

What's next?

Prosper Portland is seeking to line up a developer by next year, and to start work on a plan for a site. It's not clear which aspect of the project the developer will tackle first. Prosper Portland expects to take more than a decade to complete the overhaul.

FOREST PARK NATURE CENTER

What's the big idea?

You may know that Portland contains one of the 10 largest city-owned parks in the country. You might not know that the 5,200 acres of Forest Park contain 52 species of native mammals—like bobcats and mountain beavers—and 100 species of birds, including the largest known pileated woodpecker, standing 1 foot tall.

Why don't you know that? Because there's no visitors' center.

Portland Parks & Recreation has drafted initial designs for a visitors' center that would include short trails and viewpoints, play areas for children, and classrooms for educational programs.

The new entry point would let the parks bureau explain the work it's doing to restore the woods. It has declared war on invasive species, working in the past three years to restore 360 acres of natural habitat from the invasion of blackberry, ivy, holly, clematis and laurel.

In short, the Nature Center could give Portland's greatest city park the national park visitors' center treatment—an education for tourists and locals alike about the world they're entering when they hike the Wildwood Trail.

"It's not just a park—it's a complete and functioning ecosystem," says Kendra Petersen-Morgan, a Portland Parks natural area supervisor. "And it's all accessible from a TriMet bus."

Where would it go?

The parks bureau in 2014 spent \$150,000 on a parcel of land along Highway 30 and Northwest Kittredge Road, a short drive from the St. Johns Bridge.

What could go wrong?

The project doesn't have funding.

A visitors' center would cost about \$10 million to build, parks officials estimate. In 2014, Portland voters passed a \$68 million parks bond, but all that money is going to restoring decayed facilities that already exist. The nonprofit that contributes private dollars to the parks, the Portland Parks Foundation, could chip in, or private industry—that's how the Tillamook State Forest's \$10.7 million visitors' center was built in 2006.

What's next?

The parks bureau is seeking state money. The state's in a budget crunch, but helped pay for preliminary designs. Parks officials say they're looking for more cash. "It will take funding from many sources," says Portland Parks & Recreation director Mike Abbaté.

THE NEW LLOYD DISTRICT

What's the big idea?

Developers are designing apartments near Lloyd Center that could dwarf any housing proposal under review in the central city.

One would build on the parking lot for Lloyd Cinemas—a vaguely depressing Regal multiplex. The project would include 680 apartments and artist live-work spaces. Another, called Oregon Square, could place a whopping 1,100 units atop office buildings. That's a grand total of up to 1,800 apartments and condos—more than the number of homes in the entire Hollywood neighborhood.

"Oregon Square is likely the largest single development in Portland's history," says Iain MacKenzie, who writes the development blog Next Portland. "It's easily conceivable that by the time of the 2020 census, the population of the neighborhood will have quadrupled."

Portland needs housing on the scale of whole new neighborhoods. Rents rose 44 percent in the first half of this decade—and between 2010 and 2015, Multnomah County added 2.7 jobs for every housing permit application filed, according to data from Apartment List.

Adding density in inner Portland also takes pressure off suburbs farther from jobs and public transit. "Every single home that we build in Portland," says planning journalist Michael Andersen, "is one that isn't being built in Battle Ground, Wash., or Sherwood."

Where would it go?

The Lloyd District is as ripe for housing supply as any spot in the city. It has no neighborhood character to preserve, unless you collect novelty T-shirts from Spencer's Gifts.

In 2010, just 1,142 people lived in the neighborhood. But the Lloyd District has changed dramatically. Developers have opened three new apartment buildings, each with less than 1,000 units—including one with a national record number of bicycle parking spaces: 1,200.

That's not a typo: Lloyd now has more bike parking spots in one building than it had residents in the entire neighborhood seven years ago.

"The Lloyd District got caught in a Rip Van Winkle period," says PSU's Seltzer. "It has emerged. It's adding housing in ways that are pretty striking."

Even as Lloyd Center mall undergoes a face-lift, the rest of the neighborhood could fundamentally change. "It's catering to people driving in for that suburban-mall experience," says MacKenzie. But as more residents arrive, "you are going to get a critical mass." Bye-bye, Wendy's Frostys. Hello, Salt & Straw lines.

What could go wrong?

Apartment developers are getting nervous about breaking ground on new towers—let alone new neighborhoods. That's because a glut of apartments is about to hit the rental market this October, and investors worry about market saturation.

"Lenders have pulled back," says developer Tom Cody.

At Oregon Square, developer American Assets Trust has sought the option of turning one of the apartment towers into office space, projecting that office space may be more profitable in the near term.

Another, smaller hiccup: Lloyd's car-heavy infrastructure still revolves around I-5 exits (see the next item for a solution).

What's next?

Final permits for the Lloyd Cinemas site and a new plan for Oregon Square. The first of up to 1,800 units won't hit the market at least another year. Lloyd Cinemas, which would move into the mall, could eventually be demolished in favor of 500 more apartments.

THE GREEN LOOP

What's the big idea?

City planners see an opportunity for a public space as iconic as New York City's High Line—abandoned train tracks that became a romantic pedestrian boulevard.

Instead of train tracks, Portland could turn its streets, or at least parts of streets, into a linear park that would run through downtown and the Central Eastside.

A park like this—forming a circle through central Portland—could also provide bike commuters with a hub through the downtown core, with residential, bike-designated streets fanning out like spokes on a wheel.

The ambitious project could give Portland the signature cycling and walking path its planners have long coveted. "It's a 21st-century solution," says city planner Mark Raggett.

One key to linking these streets into a circle: bike and walking bridges spanning interstate freeways.

The Portland Bureau of Transportation has studied designs for the first of these bridges. It's called Sullivan's Crossing, and would run over I-84 at Northeast 7th Avenue. It would cost more than \$9 million, and connect the Lloyd District to the neighborhoods around Benson High School.

A similarly styled pedestrian and bicycle bridge is part of the massive, unfunded and controversial project to widen I-5 in the Rose Quarter. (A third such bridge, over I-405 at Northwest Flanders Street, isn't on the Green Loop, but it's already funded with \$5.9 million.)

"The bicycle and pedestrian connections over our freeways are flat-out dangerous," says Commissioner Dan Saltzman, who oversees the Transportation Bureau. "The Northwest Flanders and Northeast 7th crossings could be a game-changer for Portlanders."

Where would it go?

The six-mile pedestrian- and bike-friendly park would run in a circle: through the westside along the Park Blocks, over the Broadway Bridge, and down the eastside along either 6th or 7th Avenue to Tilikum Crossing.

What could go wrong?

Critics—including prominent bike advocates—deride the Green Loop as a shiny object that planners can imagine slipping into their portfolios while ignoring grittier problems, like dangerous crosswalks in East Portland.

"It distracts us from the bread-and-butter things we need to do," says Jonathan Maus, who runs the website Bike Portland. "People are getting killed in East Portland right now."

What's next?

Even if all three of the initial bike bridges get funding soon, Green Loop work won't become a reality for another decade.

DEDICATED BUS LANES

What's the big idea?

Portland would dedicate entire lanes of traffic exclusively to TriMet buses. Then the city would update the technology that allows buses priority at stoplights.

Think of it as another Bus Mall—but across the city, and especially moving east-west.

It's the single transportation project that could "do the most to transform people's lives in the next decade," says Jarrett Walker, Portland author of the book *Human Transit*.

Bus lanes aren't as sexy as new light-rail lines or a downtown subway.

But those ideas aren't likely to happen in the foreseeable future. They require decades of work and billions of dollars in either federal funding (read: Trump) or local tax measures (read: persuading Clackamas County voters).

So the next step is counterintuitive. Portland needs to make its traffic problems worse, and quickly, at least for cars, so that commuters using public transit get to their jobs more quickly. If we can move buses more efficiently, more people will be willing to ride them.

Where would it go?

Walker suggests starting with places where the most bus riders are affected by traffic—the connection between the Bus Mall and the Hawthorne Bridge along Southwest Madison Street, for example—and working down the list.

What could go wrong?

City leaders could decide to wait for the autonomous vehicle revolution. But self-driving Ubers could create the same gridlock—or even make it worse.

What's next?

PBOT says it's weighing options for improving a couple of bus routes.

But transit advocates who recently started to organize around the issue say orange cones could start the city down this route tomorrow. They point to pop-up pilot projects in other cities (like Everett, Mass.) that have transformed bus routes quickly.

"I'm concerned that they're going to do an overblown public process and not have the courage to follow through," says Alan Kessler, who founded an activist group called the Portland Bus Lane Project.

ANKENY BLOCKS

What's the big idea?

Big Pink is lonely. The 536-foot skyscraper (real name: U.S. Bancorp Tower) is the second-tallest building in Portland, the only one with a nickname, and arguably the only skyscraper in Portland worth mentioning.

The Goodman family has a plan to correct that.

It's also a flashy way to market properties his family owns near the Willamette. He calls the 11 sites the Ankeny Blocks.

In 2013, the Goodmans sold their parking business to an international parking operator, but not the land. Now they're going a step further, seeking developers to build on empty surface lots. (They're not selling—just leasing the land out, so they get an ongoing return on any project.)

Four of the properties could become among the highest skyscrapers in the city; they'll be zoned to rise up to 460 feet. They could be a mixture of office, retail, hotels and apartments or condos. Greg Goodman is hunting for tenants.

"We have had conversations with regional, national and international companies," says Goodman. "Ten years ago, you wouldn't have gotten the interest. For the younger demographic, Portland is a cool place to go."

A massive company choosing to move in could change the waterfront into a bustling place.

"The idea of transforming a place that is that close to the waterfront is powerful," says city planner Raggett. "We haven't done a good job of creating a vibrant active waterfront."

Where would it go?

The Goodman family, who once held a near-monopoly on public and private parking in downtown, owns parcels on 11 blocks in downtown, taking up roughly 5 acres. The sites now mostly hold parking lots and food-cart pods, scattered near Voodoo Doughnut and Pine Street Market.

What could go wrong?

Not everybody is excited about tall buildings along the river. Some elected officials want to block them. "Nobody made a good case for why those buildings had to be that tall," Commissioner Fritz told WW last year. "They're going to stick out like sore thumbs."

A City Council vote is scheduled for next month on downtown zoning—including building heights, but the council is expected to raise those heights.

What's next?

The Goodmans are developing the first of the sites, at 108 SW 3rd Ave. The Historic Landmarks Commission recently approved a six-story building with 133 apartments, a fifth of them affordable, and retail on the ground floor. Construction is expected to begin this year.

For Goodman, there's no urgency on other properties, and he acknowledges "nothing is remotely imminent" in terms of landing a big fish.

The Goodmans could bide their time. "They're moving ahead," says MacKenzie. "But they're not developing all of their properties all at once."

As with Portland's other ambitious projects, the Ankeny Blocks are open to revision. And that may be good news. A city is never more flexible than when it's in a building boom. Portland has an opportunity to dream big about what it can be—and who it's for.

Is There an Ethnic Group More Likely to Be Homeless in Portland Than Others?

And why?

By Thacher Schmid

August 2, 2017

Timothy Allen Ferrell is the kind of person officials and advocates argue about.

Despite a lifelong history of trauma—born with drugs in his system to a 15-year-old mom, then foster care, heroin and meth use, and drug-related criminal convictions—Ferrell insists homelessness is his choice.

"Being in a house is stasis—you're stuck there," says Ferrell, 42, who uses the street name Damian. "I wander out of apartments."

Ferrell is Native American: an enrolled Yakama Nation member who lives in a tent outside St. Francis of Assisi Catholic Church in Southeast Portland. And he explicitly connects his homelessness to his heritage.

He recalls the words of his great-grandmother Ida Nason, a Wenatchi elder featured in a 1986 University of Washington documentary: "You have the right to wander—by blood, by right."

Other Native Americans in Portland tell a different story: They're houseless not by choice, but because they've been cut off from help from their tribes and government agencies.

Ferrell is among 424 Native Americans who are homeless in Multnomah County this year. That's 10 percent of homeless people in the county—a hugely disproportionate number. (Native Americans make up just 2.5 of the county's population.)

Overall, people of color made up 40.5 percent of this year's count, slightly higher than in 2015. But Native Americans are now homeless at a rate that far exceeds any other racial or ethnic group in Portland.

Why is that?

Executive director Paul Lumley of the Native American Youth and Family Center points to social ills that have long afflicted native people. But he also says those scourges are made worse by geography: Native Americans who leave reservations to live in cities are separated from a social safety net and government money that often flows through tribal leadership.

"No tribe will come to anybody's rescue in the urban area," Lumley says. (Officials at the Siletz, Grand Ronde and Warm Springs tribes didn't return calls requesting comment.)

Lumley knows a thing or two about native houselessness. A Yakama citizen like Ferrell, he was homeless as a teenager, "living on the Columbia River fishing for a living [and] not doing a very good job of it."

He had to bum a ride to an interview at the Columbia River Inter-Tribal Fish Commission, he recalls, and "showered" in a rest-stop sink on the way.

"I was really conscious about how I smelled when I went in there, because I came from the river," he says, with a laugh. He doesn't laugh when he mentions he was denied basic services by both tribe and state.

It's a story echoed by Ferrell's friend Susan McIntire, an enrolled Sault Ste. Marie Chippewa who goes by Oracle. McIntire is living in a Chevrolet Astro minivan decorated with teddy bears and art supplies.

"You're not getting the resources or help from the different Indian agencies," she says. "Even on the reservations, there's no housing there."

For her, as for Lumley, the services have been scarcest when she needed them most. "When I was in [a] bad wreck in '82 and needed a wheelchair, even the native groups couldn't get me a wheelchair," she says. "Not the state or county or anybody."

Now McIntire, 64, survives on Social Security and a \$500 annual "elder check" from her tribe, "if they decide not to spend it on something else." (For his part, Ferrell gets a check from the Yakama of \$127 a month, he says.)

Officials at the city-county Joint Office of Homeless Services hope to do something to cut into the Native American numbers—as they did when they prioritized black people after the 2015 count, which found 24 percent of homeless people at the time were African-American. (In two years, they lowered that number to 16 percent.) On July 14, the office released a notice saying it would make as much as \$1.9 million available for programs that help reduce Native American homelessness numbers.

Outside St. Francis church, Ferrell and McIntire watch each other's backs, and were recently heartened by the installation of a new Portland Loo. But they still struggle. Ferrell's Yakama tribal ID isn't accepted by local businesses and some government agencies, and McIntire's dog Buddy was removed by county animal services.

Ferrell's short-term plan involves the Native American Rehabilitation Association, which runs the only Native American dental clinic in the metro area.

"Very soon I'm going to hit up NARA," he says. "I need teeth."

Commissioner Chloe Eudaly Appoints New Director for Office of Neighborhood Involvement

Five months after pushing out the longtime bureau director, Eudaly announced that Suk Rhee, vice president of strategy and community partnership of Northwest Health Foundation, will start later this month.

*By Rachel Monahan
August 1, 2017*

City Commissioner Chloe Eudaly has taken another step in her effort to overhaul a troubled bureau.

In an email to staff sent yesterday, she announced that she has hired Suk Rhee, vice president of strategy and community partnership of Northwest Health Foundation, to head the Office of Neighborhood Involvement.

Rhee will start on Aug. 21.

In March, Eudaly pushed out longtime director, Amalia Alarcón de Morris, who'd led the bureau for 11 years.

Since then, her deputy chief of staff, David Austin, has served as interim bureau director.

In December, before taking office, Mayor Ted Wheeler called the bureau the one most in need of an overhaul after an audit found mismanagement and an inequitable funding of neighborhood coalitions. When he took office, he gave the bureau to Eudaly, taking it away from City Commissioner Amanda Fritz, a longtime champion of the bureau's work.

The email to staff is below:

Dear ONI Staff,

I wanted you to be the first to know outside of my office that we are naming a new Director this week. I am pleased to announce the hiring of Suk Rhee as the next Director of the Office of Neighborhood Involvement (ONI).

Suk comes to the bureau from the Northwest Health Foundation where she served as Vice President of Strategy and Community Partnership. She's been involved at all levels of the organization, helping it become one of the preeminent and most celebrated foundations in the Northwest. She has a proven track record when it comes to engaging the community in developing ways to better the lives of all Portlanders.

She is also a big-picture thinker who will help lead our efforts to improve the ways we connect with and support people across our entire community, especially when it comes to diverse populations and underserved communities.

Since my team arrived in January, we've worked hard to identify ways we can build on all the good work ONI staff are doing around community engagement, involvement, and action.

Hiring a new director has been one of my top priorities. As part of the search, I asked for input from the community – including a variety of stakeholders and community-based organizations – so I could better understand what Portlanders want to see in a director. That process included conducting an online survey and holding a community forum moderated by Resolutions NW.

I spoke to a variety of potential candidates for this critical position, and in Suk I saw the strongest connection between the profile that emerged from our community input process and her talents, skills, and experience.

Under Suk Rhee, ONI's efforts will only be strengthened. She is scheduled to begin work on Aug. 21. In the meantime, David Austin will continue as Interim ONI Director, and he will work closely with Suk over the next few weeks to ensure a smooth transition.”

The Portland Mercury

Good Morning, News: A Water Treatment Reprieve, a Mayoral Recall Threat, and Your Future As a Puddle

*By Dirk VanderHart
August 2, 2017*

As we trudge toward our painful fate as liquids, I wanted to say it's been a pleasure, dear readers. Liquids don't write or read news digests, so it looks like this is our last time together. The latest forecast: Too hot. And since your **power's probably going to go out** because everyone's got their ACs and fans on full blast, we will melt into puddles as one.

Mayor Ted Wheeler might choose a new police chief as soon as this week, and he's being squeezed from all sides. The Portland Police Association has signaled it wants to keep current Chief Mike Marshman, who's one of four finalists for the gig. But activists on the left are saying Marshman's a non-starter, and **threatening to try to recall Wheeler** if he elects to go with the status quo.

Portland City Council is taking up an important decision today: Whether to move forward with a really expensive water treatment plant, a really super expensive water treatment plant, or both. The state had assigned the city a deadline of August 11 to reach a conclusion, but lots of folks thought that was rushed, and yesterday Commissioner Nick Fish and Mayor Ted Wheeler **asked for more time**. The Oregon Health Authority promptly **extended the deadline by two months**, the *Tribune* reported, but that doesn't mean commissioners won't decide today anyway. Depending on that decision, costs could be well above \$500 million for a system that rids the water of the (very rare) parasite cryptosporidium.

Was the failure of the Obamacare repeal a watershed moment in terms of Congressional Republicans being willing to buck Donald Trump? This *NYT* piece **strongly suggests as much**. "After subsisting around the edges of criticism throughout Mr. Trump's tenure so far... Republican senators have emerged from the health care defeat with fewer apparent qualms about flouting the White House."

Meanwhile, it appears the justice department is **primed to go after affirmative action policies** in colleges and universities, because of course. "Supporters and critics of the project said it was clearly targeting admissions programs that can give members of generally disadvantaged groups, like black and Latino students, an edge over other applicants with comparable or higher test scores."

The Oregonian has an interesting piece about a Portland aluminum extruder—part of a Norway-based company—that's **admitted to falsifying strength tests** on its products. That's a problem, considering some of them wound up on NASA vehicles that mysteriously failed after launch.

And by the way, if you haven't read the first two installments of the *O's series on a transgender Vancouver teen* trying to navigate his way through transition, absolutely make some time. It is eye-opening and important work.

Look, I don't have time to read the batshit crazy transcript of Trump's recent meeting with the Wall Street Journal. **Politico's got the goods** if you need confirmation of...whatever you're looking for. CNN has the "**45 oddest quotes**," too.

The FBI has a new director, but Oregon's senators had **nothing to do with it**.

And finally, North Korea's incessant missile tests are **now flying scarily near** the flight paths of commercial airliners, which could turn bad very quickly. "The chance of an unaimed missile striking a plane are 'billions to one,' according to CNN aviation safety analyst David Soucie, but the ramifications are potentially huge and create a difficult decision for airlines operating in the area."

Portland's Resistance to Mayor Wheeler: Replace Chief Marshman or Face Recall Effort

*By Doug Brown
August 1, 2017*

Portland Mayor Ted Wheeler is on the verge of selecting a chief for the Portland Police Bureau (PPB) after a nationwide search. Activist group **Portland's Resistance** really, *really*, doesn't want Chief Mike Marshman—a finalist—to keep his job.

The group, which formed last November in the wake of Donald Trump's electoral college victory, says they will organize a campaign to recall Wheeler if he doesn't hire someone else to lead the PPB.

"Mike Marshman's reign at the head of the Portland Police Bureau has been marked by increased violence at protests, harassment of the houseless population and disproportionate arrests of black and brown individuals," wrote Gregory McKelvey, a co-founder of the group, in a statement released on Monday. "For those reasons, along with Mike Marshman's admitted history of domestic abuse and recent administrative leave, Portland's Resistance is calling on Ted Wheeler to refrain from hiring Mike Marshman as Chief of Police."

A recall effort is "very rarely done, and very rarely successful" said City Elections Officer Deborah Scroggin. If Marshman is hired and Portland's Resistance wants to follow through with it, they'll have to file a bunch of paperwork and then they will have 90 days to collect nearly 36,000 signatures from Portland residents sympathetic to the effort. If that happens, somehow, Wheeler would have to file a "statement of justification," triggering a special election for mayor.

"If Ted Wheeler doubles down on the business as usual approach to the Portland Police, we will work with our community partners and allied organizations to recall Mayor Wheeler and elect a mayor committed to pursuing justice for all Portland residents," the the group said.

Marshman was named as chief last summer by then-Mayor Charlie Hales. He's overseen a bureau often criticized for heavy-handed suppression of protests since the wide-scale rallies after Trump's election last fall (see our stories on controversial protest policing on Inauguration Day, President's Day, and the June 4 protest, for example). The "domestic abuse" Portland's Resistance mentions is in reference to a 2002 incident where Marshman grabbed his then-stepson by the throat and shoved him against the wall ("an unfortunate incident that occurred more than a decade ago and one that I wish never happened," Marshman explained last year).

Wheeler is expected to interview finalists this week and make his decision about who'll be at the helm of the PPB shortly later. As Maxine Berstein at the *O* notes, there are four finalists: Marshman and Pittsburgh Assistant Chief Larry Sciroto have been named by the city as candidates, and Bernstein also believes Seattle Assistant Chief Perry Tarrant and Oakland Deputy Chief Danielle Outlaw could be finalists.

McKelvey, who's spearheading Portland's Resistance's potential recall effort, also called for a recall last year (when he was affiliated with Don't Shoot Portland) for Commissioner Nick Fish for ratifying the controversial police union contract. That ended up not happening.

Here's the full statement about a potential recall effort of Wheeler from Portland's Resistance.

If Portland Mayor Ted Wheeler selects current Portland Police Chief Mike Marshman as the permanent Police Chief, Portland's Resistance will pursue a campaign to recall Mayor Wheeler.

The mayor is expected to announce his choice in early August, and the decision could come as soon as this week.

Mike Marshman's reign at the head of the Portland Police Bureau has been marked by increased violence at protests, harassment of the houseless population and disproportionate arrests of black and brown individuals. For these reasons; along with Mike Marshman's admitted history of domestic abuse and recent administrative leave, Portland's Resistance is calling on Ted Wheeler to refrain from hiring Mike Marshman as Chief of Police.

Ted Wheeler has decided to delay or disregard his campaign promise to reform criminal justice in Portland. No steps have been taken to demilitarize the police, instead this mayor has overseen the violent suppression of first amendment rights of peaceful protesters and then turned around and provided free bus rides for alt-right agitators. Most recently, in a complete reversal from the public process he promised, the mayor has facilitated a secret process for hiring the next police chief. It is important to note that the only part of the process that has been made public: the community input survey, described a strong community preference against rehire Mike Marshman. If the mayor decides to ignore community input and abandon his commitment to taking the Portland Police Bureau in a new direction, and instead selects Mike Marshman as Portland's Police Chief, Portland's Resistance will pursue a recall of Ted Wheeler. The people of Portland elected a candidate who had bold ideas about a different approach to policing. The mayor that people thought they were electing has not materialized. If Ted Wheeler doubles down on the business as usual approach to the Portland Police, we will work with our community partners and allied organizations to recall Mayor Wheeler and elect a mayor committed to pursuing justice for all Portland residents. We understand that the police union is very intimidating, officers prefer a white male chief and Marshman has come up through the ranks of our violent police department. However, Ted Wheeler was elected as mayor and should do the right thing.

OPB

Portland Plans African-American Community Center For Neighborhood It Once Demolished

*By Conrad Wilson
August 1, 2017*

In an attempt to right a wrong five decades in the making, the City of Portland and Legacy Health announced a development Tuesday aimed at rebuilding the city's relationship with its African American community.

City leaders say the proposed project — in the historic heart of the city's black community — will be comprised of affordable housing, a community center and support for the area's cultural assets.

They also said it would help promote existing and returning African American businesses to gentrified Northeast Portland.

“It goes without saying that Portland's history around race is not always a pretty one,” said Portland Mayor Ted Wheeler during a news conference announcing the project. “There have been episodes in our history that we are forced to confront and forced to reckon with.”

During the early 1970s, the Portland Development Commission purchased and condemned nearly 200 properties to make way for an expanded hospital that never materialized on the lots. That decision displaced more than 170 mostly African-American families.

“The urban renewal process in this community did indeed destroy the heart of the African-American community, resulting in a long-standing wound that we’re here to attempt to heal,” said Dr. George Brown, president and CEO of Legacy Health.

The site of the proposed development is on a 1.7-acre field at the corner of North Williams and North Russell avenues. It’s owned by Legacy Health.

The area along Portland’s North Vancouver and Williams avenues have been at the center of the city’s gentrifying inner North and Northeast neighborhoods.

In the years since the Great Recession, the trend of tearing down the neighborhood’s old homes and replacing them with apartments and high-end condos has only increased.

Developers have said they’re trying to ease the city’s housing crunch. But many longtime residents say the types of housing developers continue to build isn’t affordable — further exacerbating the decades old problem.

“In thinking about it, today’s announcement is grounded in our collective recognition of a painful history that continues to impact our community today,” said Kimberly Branam, executive director of Prosper Portland, the city’s economic and urban development agency formerly known as the Portland Development Commission.

Branam acknowledged the agency she now leads was responsible for demolishing homes in the 1970s, “largely to the detriment of the African-American community.”

“While this terrible chapter in the city’s history does not represent who we are today, or how we do work, what happened then must and will continue to inform how we move forward alongside community members,” she said.

While recognizing one project can’t fix the past, Branam promised this development would be different.

“We are also hopeful that a project that is grounded in a shared commitment to Portland’s African-American community and to the health of individuals and families can promote community healing,” she said.

The development is the first major one Prosper Portland has undertaken since announcing its new name in May.

“Its focus will be on equitable development and equitable opportunity,” Wheeler said. “This should send a strong signal to the community at large: that this is the direction that we choose to go.”

This summer, the city and Prosper Portland will create a working group to guide the development. That group will begin taking community input this fall.

Construction at the site is expected to begin in 2019.

“This is not an attempt to make up for what has been done. We don’t get the privilege to revise history,” said Dr. Alisha Moreland-Capuia, a board commissioner with Prosper Portland. “Now is the time to move forward and actually do something about it.”