

The Oregonian

Mayor seeks 5 percent premium pay to encourage new police chief to live in Portland

*By Maxine Bernstein
September 1, 2017*

Top Portland police command staff would get a 5 percent boost in their annual base pay if they live in the city, according to a proposal that will go before the City Council next week.

The council characterized the proposal as an emergency ordinance that would go into effect immediately to serve as an incentive for the newly selected Portland police chief, Danielle Outlaw of Oakland, to find a place to live in Portland.

Outlaw, a 41-year-old deputy chief in Oakland and the first African American woman named to lead the Portland Police Bureau, has expressed a desire to live within the city limits. Outlaw is searching for a home in Portland, according to the mayor's spokesman Michael Cox.

The 5 percent boost would be added to Outlaw's base salary of \$215,000, bringing her annual pay to \$225,750. She's expected to start Oct. 2.

The 5 percent premium pay for high-ranking supervisors, including the chief, assistant chiefs, commanders and captains who live in the city, would match the same residency incentive pay granted to police lieutenants in the city's 2015-2018 union contract with the Portland Police Commanding Officers Association.

Anna Kanwit, manager of the city's Bureau of Human Resources, has estimated the residency incentive pay for the top ranked officers will cost the city between \$30,000 and \$50,000 annually, based on the 2016 payroll file of command officers who now live within the city limits.

Rank-and-file officers are not required to move to Portland. If an officer does, the city will reimburse the officer for relocation expenses.

A captain's salary ranges from \$128,000 to \$139,000. A commander's salary ranges from \$144,000 to \$159,000. An assistant chief's salary ranges from \$113,000 to \$162,000.

The City Council will consider the proposal at its Wednesday meeting at 9:30 a.m. in City Hall.

The Portland Tribune

City Hall Watch: Audit Criticizes Risk Management Division

*By Jim Redden
September 5, 2017*

Plus, public input sought on affordable housing bond spending and annual back-to-school safety campaign begins

Portland's Risk Management Division is not doing nearly enough to reduce the city's liability from preventable accidents, according to an audit released by the City Auditor's Office on Wednesday.

The city paid out \$18 million to resolve claims from 2012 to 2016, including \$1.3 million to people struck or injured on a city street, the audit found. And the number of worker injuries alone rose 15 percent over those five years, 526 to 605.

The audit said risk managers were not following best practices from other cities and had not submitted an annual report to the City Council for 10 years. The division said the problems were caused by staffing shortages.

You can read the audit at www.portlandoregon.gov/auditservices/article/644053.

Public input sought on affordable housing bond spending

The Portland Housing Bureau released the draft framework for spending \$258.4 million in affordable housing bond funds and invited public comment on it Wednesday.

The draft was written by a 22-member Stakeholder Advisory Group. It recommends where and how to spend the voter-approved funds to build and preserve 1,300 affordable units for households earning 60 percent or less of the Area Median Income (\$3,735 monthly for a family of four). Almost half (600) will be affordable for those with very low or no income, and 650 will have two or three bedrooms.

The final version is scheduled to be adopted by the City Council on Oct. 11. Five community meetings on the draft framework are scheduled between Sept. 6 and 27. The bureau also is conducting mail and online surveys about it. You can find details and take the survey at www.portlandoregon.gov/phb/74574.

Annual back-to-school safety campaign begins

Police conducted high visibility patrols around Portland schools when classes began Wednesday. They included deploying photo radar units to enforce the 20 mph limit in school zones. Officers also were on alert for distracted drivers.

The campaign kicked off at 7:15 a.m. April 30 when Interim Chief Chris Uehara and officers from the Traffic Division and Youth Services Division joined the staff at Vestal Elementary School, located at 161 N.E. 82nd Ave, to welcome students.

Police and the Portland Bureau of Transportation also urged parents to learn the safest routes to neighborhood schools at www.portlandoregon.gov/transportation/68009.

Soccer Field Open at Lents Park; Playground Coming Next

*By Lyndsey Hewitt
September 5, 2017*

Company donates turf; other upgrades funded by Portland Parks & Recreation bond approved by the voters

The air was warm as the junior varsity soccer teams for Gresham's Barlow High School and Grant High School dueled for the win on the brand new turf field at Lents Park on Thursday.

Aanii Tate, of Grant High School, was celebrating her team's victory, sweat on her face glistening in the late afternoon sun, when she said she was happy with the upgrade because it offers better play than a grass field.

"It was really nice — I prefer it over the grass. Grass can be unpredictable and the turf is nice and dry," Tate, 15, said.

Indeed, prior to the turf, there was an often-untamed large grass field that at times was unusable because of rain and mud. Officials expect turf will see more use, and cut down on maintenance costs.

"Even though it's not grass, it's providing more to the community," said Cora Potter, Lents Neighborhood Association land use chair. She said that lighting will allow for later play, and that there are plans to plant more trees around the park. Additionally, they're seeking community input for a new gazebo for Lents Park, one of the city's largest at 38 acres. Some neighbors were upset when a bandstand had to be removed for the turf field project.

That squishy turf field Tate and her team just dominated on was a \$2 million field completely donated by Under Armour, the Baltimore, Maryland-based sportswear company that's trying to solidify its footing in Portland — the shoe industry mecca.

"We're excited to be here in the Portland area ... it's where the talent for footwear is," Marissa Ellberger, a representative for Under Armour, said at the grand opening event for the field.

"We're trying to bring more footwear out here — not necessarily all of it, but we're definitely trying to get a bigger stake in it."

She said the company, which plans to open an office on Southwest Barbur Boulevard downtown, eventually might bring other "categories here as our presence grows — like outdoor apparel."

The company has a partnership with the city, and the two entities also worked together on a track and field project at Duniway Park in Southwest Portland.

The project at Lents Park is just a piece of a larger package of improvements, including the Lents playground, which is projected to open in a couple of weeks; ADA (American Disabilities Act) improvements; and the completion of Portland Pickles' Walker Stadium last summer. The \$68 million Parks Replacement Bond, approved by voters in 2014, paid for the new playground and ADA improvements.

Some neighbors have been celebrating the park upgrades, since the area had often been a site for homeless people to sleep or frequent public restrooms to use drugs. RVs with people living in them also often congregated around the park until the city installed no parking signs earlier this year.

At the Thursday ceremony, parks Commissioner Amanda Fritz said that to date, they have dedicated more than \$41 million to projects in East Portland — an area long neglected compared to other parts of the city.

"The sad part is it doesn't go very near at all to correcting the imbalances in the community," Fritz said. "Everyone should be within walking distance of a natural area, everyone should be within walking distance of a developed park like this. This is well on the way to becoming one of the jewels of the crown of the Portland Parks & Recreation system."

Wheeler: Pay Police Brass 5 Percent More to Live in Portland

*By Jim Redden
September 3, 2017*

City Council will consider ordinance on Wednesday, would apply to mayor's pick for next chief if it passes

As the Portland Police Bureau is preparing to hiring Mayor Ted Wheeler's choice for the next police chief, he is asking the City Council to pay all bureau command staff a 5 percent premium if they live in the city limits.

According the ordinance Wheeler submitted to the council to be heard Wednesday, the police union contract current pays lieutenants a 5 percent premium if they live in the city. Wheeler wants to extend that to the entire command staff.

"Non-represented Command Staff in the Police Bureau, currently, the ranks of Captain, Commander, Assistant Chief and the Chief of Police, should also be encouraged to live within the city they serve and receive the same residency premium if they live within Portland City limits," reads the ordinance.

That would include Deputy Oakland Police Chief Danielle Outlaw, who is undergoing the final screening to be hired as chief. Her base pay would be boosted from \$215,000 to \$225,750 a year if the ordinance passes and she lives in the city. Outlaw will replace Mike Marshman, who retired after she was chosen.

According to the Impact State accompanying the ordinance, "The estimated cost to the City, based on the 2016 payroll file of command officers who currently reside within city limits, is \$39,000 per year, so a range of \$30,000 to \$50,000 annually is an appropriate estimate."

You can read the ordinance and impact statement at <https://www.portlandoregon.gov/auditor/article/654295>

Just Say “No” to Freeways

*By Nick Budnick
September 4, 2017*

Economist, environmentalists fight project to redesign I-5/I-84 interchange in Rose Quarter

As photo opportunities go, Gov. Kate Brown's ceremonial signing of the new state \$5.3 billion road-and-bridge funding bill on Tuesday, near the corner of Southeast 82nd and Division, was a huge success.

Local officials were all smiles under a sunny sky, and Portland economist Joe Cortright and his allies were nowhere to be seen — which was precisely the point.

The governor's staff initially looked to celebrate the bill's "congestion relief" at The Rose Quarter, where the state plans a \$450 million project adding lanes to I-5 to reconstruct the I-84 interchange, funded in part by new tolls authorized by the bill.

But a coalition of 18 groups has sprung up in recent days to oppose the project, with Cortright as its most prominent voice. Accordingly, Portland officials warned Brown's office that a Rose Quarter signing was likely to draw protesters' banners and spoil the hoped-for images, the Portland Tribune has learned.

Instead, the signing was moved to where there was no freeway in sight — and no Cortright either.

Now he and the coalition of his allies are taking their case to Thursday's meeting of the Portland City Council, under the motto of "No More Freeway Expansions."

Cortright, a consultant, supports "smart growth," the idea that building more densely, living closer to our workplaces and using our cars less will save money and help the planet.

More freeways, he and other smart growth proponents believe, encourage people to make trips they otherwise wouldn't and live where they probably shouldn't — fostering sprawl. The concept is called "induced demand:" that if you expand a freeway to reduce congestion, more people will use it, creating more congestion.

As a result of the opposition, the long-discussed I-5/I-84 interchange has emerged as a flashpoint in the proposed update of the Central City Plan to be considered by the City Council this week.

For Cortright, blocking the latest freeway project is a familiar quest. He was a prominent voice in the fight against the Columbia River Crossing, or CRC — the plan to build a new bridge and widen the freeway at I-5's connection to Washington state.

A similar coalition joined Cortright at the time, and various other consultants joined in to question the assumptions driving the massive project. The divisive eight-year battle ended when Republican lawmakers in Washington state refused to back the new bridge.

Fight moving south

Now the battle is moving south on I-5, to what's known as the I-5 Broadway Weidler project.

The constricted lanes and narrowly-spaced off- and on-ramps in the area around the interchange there have long been highlighted by transportation officials as a major source of congestion and accidents on both freeways. The council approved a project plan to rework the interchange in 2012, although it did not fund it. The Oregon Department of Transportation highlighted the bottleneck in a Portland area congestion report released in early August.

The report said the most severe recurring bottleneck on southbound I-5 is in the Rose Quarter, where congestion lasted for two hours in the morning and seven hours in the afternoon and evening, with traffic backing up three miles.

The Portland Bureau of Transportation included the project in its citywide transportation plan, and the tri-county planning agency, Metro, is considering adding it to an update of the region's transportation plan. The 2017 Legislature included early planning and future construction funds for the project in the \$5.3 billion transportation funding package that is expected to be the centerpiece of Brown's 2018 reelection campaign.

On Aug. 30, the coalition of 18 local, statewide and national environmental and alternative transportation organizations opposing the project sent a letter to the council asking that it be taken out of Central City 2035, the official name of the update that includes the TSP.

The groups hope to persuade the council to pressure Metro and the state not to proceed with it. The coalition includes the Audubon Society of Portland, OPAL Environmental Justice Oregon,

the Community Cycling Center, Neighbors for Clean Air, the NAACP chapter of Portland, and other groups.

The letter highlights city leaders' decision in the 1970s to reject the Mt. Hood Freeway, and says, "Members of the City Council: It's not too late to stop the freeway."

Cortright says that not until the state adopts congestion pricing, a form of tolling, for I-5 — as is called for under the bill signed by Brown — will it have a true picture of the corridor's congestion needs.

Other critics say that adding a new north-south freight rail line using existing right of way would do a great deal to solve the corridor's congestion problems at a far lower cost.

Public wants lanes

Public surveys have repeatedly found the vast majority of those in the Portland region consider traffic congestion to be the number one transportation problem. They overwhelmingly want road projects prioritized for transportation funding dollars.

Local and state officials, meanwhile, have lined up behind the package, and so has the powerful trucking industry, which says congestion in Portland is costing consumers money.

So do Cortright and his allies even have a prayer of succeeding?

"I think we have a prayer," he said. "I don't know. My experience with the CRC was we lost every single vote until the one that we won.

"So it wouldn't surprise me if we didn't convince the council at this point to pull this out of the plan. But I hope that at a minimum we can force some serious questions of what's going on, whether it makes sense and is something our community wants to do."

The Portland Mercury

Nearly 70 Low-Income Portlanders Aren't Being Evicted, After All

*By Dirk VanderHart
September 1, 2017*

Residents of the Stewart Apartments can stay put.

For weeks, 66 tenants of the decrepit, ultra-low-income apartments above Mary's Club have been wondering if they'd be tossed out on the streets, as an agreement between the building's owners and their longtime apartment management company ticked toward expiration. But that didn't happen.

The building's part owner, Leon Drennan, tells the Mercury he's reached an agreement with the management company to stay on for another three months.

"Best of all, no one gets displaced!" Drennan said today in an e-mail. "I plan to celebrate with the residents."

As we reported last month, buildings like the Stewart are a fast-diminishing resource in Portland: run-down, single-room-occupancy apartments where people of extremely limited means can afford monthly rent.

The conditions of the buildings are typically objectionable—city code enforcers in recent weeks have cited the Stewart with a litany of violations, including a roach infestation, fire hazards, and inadequate ventilation. But in a city where rents are rising by the day, places like the Stewart are sometimes the only thing preventing people from being homeless.

The fate of the Stewart's residents came into question when their longtime apartment manager, Mike Narver, passed away in late May. Drennan told the Mercury last month he'd already decided not to renew Narver's lease, saying the building had been seriously neglected. But in the face of potentially displacing 66 people—and possibly having to pay thousands of dollars in relocation payments under a new city law—Drennan offered a three-month extension to Narver's family, which he says has been accepted.

What happens after that three months isn't clear. As officials scrambled to find a resolution at the Stewart in recent weeks, local housing provider Central City Concern interviewed tenants and toured the building. Sean Huber, CCC's chief housing and employment officer, told the Mercury last week the agency was "reaching out to Central City Concern clients who may reside in the Stewart apartments building, as well as looking into what we might do to help prevent abrupt resident displacement." It's unclear if the organization will take a role in the building.

Drennan, meanwhile, says the tour offered his first glimpse into the buildings conditions in years. "I can't adequately describe the squalid, third-world conditions forced upon these people," he wrote in an e-mail.

The Daily Journal of Commerce

South Waterfront Project has Historical Perspective

*By Kent Hohfeld
September 1, 2017*

GBD Architects hit the right combination of historical reverence and architectural beauty in its proposal for two seven-story buildings in the South Waterfront District, according to the Portland Design Commission.

Commissioners on Thursday praised GBD's design for blocks 42 and 45, calling it a significant architectural asset to the area before approving the proposal with a 4-0 vote. Commissioner David Wark abstained.

"Now when we see anything else," Commission Vice Chairman Tad Savinar said, "I am going to say, 'Take a look at Block 42/45,' because they are excellent examples of how you can build in this economy, and with these sites, to do something that is extraordinary."

Cairn Pacific is developing the project for owner Prometheus Real Estate Group. Block 42 will have close to 200 market-rate apartments and Block 45 will have around 315. Each building will have approximately 14,000 square feet of retail space.

The development site is bordered by Southwest Lane Street on the north, Southwest Bond Avenue on the west, Southwest River Parkway on the east and Southwest Lowell Street on the south.

The two buildings were designed to reflect the area's history of use by the shipbuilding and lumber industries. For Block 42, designers tried to give the appearance of wood stacks as they might have appeared in the early 1900s.

“We are excited about the rich character that (the building) creates along the street,” said Tye Bailey, an associate with GBD Architects. “Looking at lumberyards, you have the stacks oriented in all these different variations. So we applied that logic to the facade in a way that creates an alternating rhythm of texture and light and shadow around the building.”

Designers took advice from a previous hearing and reworked the live-work units and the retail space to create a larger shopping zone in the northwest corner. They also reconfigured a plaza to create more community space.

The end result left commissioners with little to criticize.

“It’s just what it needs to be a proud building,” Savinar said. “No tricks, just architecture.”

Design Commission Chairwoman Julie Livingston was equally complimentary.

“The changes that you’ve made, while pretty subtle, really have turned this from a strong building with a big idea into an extraordinary building with a big idea,” she said.

Commissioners were nearly as complimentary of the Block 45 design. The concept aims to pay homage to the waterfront’s shipbuilding legacy.

“We tried to make the three buildings look like ships,” said Ashley Kroger, an associate with GBD Architects.

The main issues commissioners had with the plans were the lack of canopies on the ground floor and placement of balconies on the east and west ends of the buildings.

Though the balconies became glass Julietts and another foot was added to the recess for the retail space, in place of canopies, it wasn’t enough to win Wark’s vote even though he was complimentary of the design overall.

“The canopies are the thing for me,” he said. “I think these are exemplary projects in many ways. The projects will set a new level of quality for the South Waterfront with the exception of canopies.”

The lack of canopies wasn’t enough to dissuade other commissioners though.

“You have done a great job,” Livingston said. “Both of these buildings are great additions to South Waterfront.”

Other projects addressed by the Design Commission on Thursday included:

Multifamily building

An appeal by the Cathedral Park Neighborhood Association of Type II approval of SERA Architects’ design for a five-story market-rate apartment building at 6620 N. Richmond St. was put on hold for three weeks. An attorney for the Union Pacific Railroad had requested the record be held open. The appeal will resume on Sept. 28. The project owner/developer is Ben Wood of North Crawford Partners/Mainland North Richmond LLC.

Mixed-use building

The Design Commission sent plans for a six-story mixed-use building at 1732 N.E. Second Ave., in the Eliot neighborhood, back to the design team for revisions. Works Progress Architecture is designing the project for developer Parker McNulty of ENT Ventures VI LLC. The project will return before the commission on Oct. 5.

Also on Thursday:

City Council finalizes two decisions

The Portland City Council issued final decisions on two appeals stemming from Design Commission decisions.

Commissioners unanimously overturned the Design Commission's denial of developer Landon Crowell's proposal to build a 17-unit, L-shaped building at 1122 S.E. Ankeny St. Development of a proposed 70-foot apartment building, around a single-family residence, will be allowed to go forward.

Commissioners also unanimously rejected an appeal by neighbors of the Design Commission's approval of the massive Press Blocks project on 1.5 blocks in Goose Hollow. The Goose Hollow Foothills League opposes the three-building project from developers Urban Renaissance Group and Security Properties.

The decisions were expected after previous City Council hearings. Commissioners Nick Fish and Dan Saltzman were absent from the meeting, which lasted fewer than five minutes. – Chuck Slothower