

## **The Oregonian**

### **Oregon Historical Society to Host Formal Swearing-in Ceremony of Police Chief Danielle Outlaw**

*By Maxine Bernstein  
January 18, 2017*

Breaking from police tradition of holding the formal chief swearing-in at City Hall, Danielle Outlaw will take her ceremonial oath of office Monday at the Oregon Historical Society.

Outlaw, who started as Portland's top cop on Oct. 2, chose the venue for its current exhibit, "Racing to Change: Oregon's Civil Rights Years," said Sgt. Chris Burley, bureau spokesman.

The exhibit examines the "courage, struggle and progress" of Oregon's black community, amid a history of discrimination and displacement during the civil rights movement in the 1960's and '70s.

The ceremony is open to members of the media and invited guests only, Burley said.

The chief anticipates 150 to 170 people attending.

Mayor Ted Wheeler last year selected Outlaw, 41, a former Oakland deputy police chief, after a national search. She's the first African American woman to lead the 950-member force. She received a 5 percent boost in pay on top of her \$215,000 base pay because she chose to live in Portland's city limits.

In one of her first actions on the job, she won City Council approval for \$365,000 to hire a deputy chief. The bureau's three assistant chiefs will report to the deputy chief.

Applications have been accepted from within and outside the bureau for the position, with interviews scheduled for February. The deputy chief, according to a city job description, will be responsible "for planning, directing, managing and overseeing the activities and operations of the Portland Police Bureau and all its branches" and serve as chief in Outlaw's absence.

### **The Ugliest Building in Oregon? Survey Says: It's the Iconic Portland Building**

*By Douglas Perry  
January 19, 2018*

The beauty of a building is in the eye of the beholder. And so is its ugliness.

Business Insider went in search of the latter, asking its readers to name the ugliest building in each state.

"Responses ranged from a building that looks like a giant wooden basket to a hotel painted solid gold," the news site's Leanna Garfield wrote.

Garfield didn't offer any information about the readers' survey. But even though it might be entirely unscientific, the poll still produced some truly memorable results.

And what is Oregon's ugliest building? Business Insider's readers say it's downtown Portland's municipal Portland Building, which received international attention when it was completed in 1982.

True enough, the Michael Graves-designed office tower is famously reviled; it even prompted a Chicago architect in 1983 to create a fake photo showing the building being blown up. It's also had significant structural and operational-systems problems that will cost many millions of dollars to address.

Yet the pioneering postmodern building, home to the Portlandia statue, also has received kudos over the years. It won a national award from the American Institute of Architects in 1983, and 28 years later it was placed on the National Registry of Historic Places.

Below we offer up some of what's been said about the building:

"[Graves] carries the architectural vocabulary of Le Corbusier to a level of complexity that becomes at once rich and personal. ... The post-modern forms that Graves employs in the Portland Building carry recognized or traditional connotations of meanings but in a manner that is unexpected and intriguing. The intention is that the building will be understood on one level by the general public, yet will also stimulate the interest of the most jaded architect/historian/critic/expert."

-- Portland State University art-history professor Lisa Fellows Andrus in 1982 as construction on the tower was nearing completion

"I have a confession to make. I hate the Portland Building. I had tried to keep an open mind ever since I returned to Portland in June after a year's absence and saw it rising, but I have come to the conclusion I do not like it. In fact, I hate it. ...

"Throughout the building, function has been sacrificed to various other ideals, violating the once sacrosanct rule of design that form follows function. For example, where the suggestions of columns have been plastered on the side of the building, windows have been narrowed from three feet to 18 inches in width so as not to break up the surface design. That is quite a penalty in the name of art for those inside to pay."

-- The Oregonian architecture and urban-design writer Alan Hayakawa, 1982

"The building's critics argue that everything has been subordinated to its visual image. Its tiny windows make the offices within dreary. Decorative elements cut off views. Public spaces are ill-proportioned. And overall, the seductive qualities of Graves' drawings have not been achieved in reality."

-- Philadelphia Inquirer art and architecture critic Thomas Hine, 1983

"Graves' painterly brilliance is a principal reason for his fame; his work looks wonderful in color magazine spreads and coffee-table books. But it is also a reason for many to question whether he is really an architect. It is a long way from the drawing, or even the carefully controlled showroom, to a real building, and it is far from easy to translate the magical qualities of a drawing into a full block of a city.

“The Portland Building was to prove whether Graves was for real. That is why the architectural world has flocked to Portland to see the most anticipated building of our time. The answer is a split decision.”

-- Philadelphia Inquirer art and architecture critic Thomas Hine, 1983

“It’s merely a symbolic gesture, and is in no way a suggestion to Portland’s city employees what to do to a building in which they are committed to work.”

-- Chicago architect John Macsai after producing a faux image of the Portland Building being blown up in 1983

“The Portland [Building] still is the first major monument of Post-Modernism, just as the Bauhaus was of Modernism, because with all its faults it still is the first to show that one can build with art, ornament, and symbolism on a grand scale, and in a language the inhabitants understand.”

-- Charles Jencks, “The Language of Post-Modern Architecture,” 1991

“Where am I? What do I do here? Is anybody home to ask?”

“You might expect the architecture of a municipal office building to offer some clues. But the Portland Building [lobby] remains largely mute. Plain metal doors and unmarked stairways lead to unknown destinations. At one end steps ascend a stage presenting a chorus of mostly unoccupied white plastic chairs. The other end is presided over by a security guard who peers judgmentally down upon you from a deep and foreboding recess.

“Virtually devoid of either natural or artificial light, the whole scene is like a dark alley where the awaiting muggers have been awarded with both a badge and a gavel.”

-- The Oregonian architecture critic Randy Gragg, 1991

“I wasn’t trying to be revolutionary or even controversial [with the building]. But when you’re interviewed on national television and radio and everything else, you know, one was given to think that this was a new beginning for American architecture. But very quickly you realized you’re in a fight with Modernism itself and all the people who had so much stake in making glass boxes in cities.”

-- Portland Building architect Michael Graves, 2002

“The 15-story skyscraper clearly attempted to elevate the often-drab government building to new heights and redefine what a public-service building could be. Graves’ block design and square windows gave the building an imposing look, but it was his use of dramatic colors (blue, brown and a deep rust red) that made it iconic and controversial.”

-- Bob Batchelor and Scott Stoddart, “The 1980s: American Popular Culture Through History,” 2007

"The best thing for an architect is that everybody loves your building. Probably the second-best thing is if everybody hates it. The worst thing is if nobody notices it. It may not be a beloved building, but it's an important building."

-- Architect Tom Pene, 2008

"The Portland Building, completed in 1982 for about \$25 million, quickly found its way onto the cover of TIME magazine [as well as] the itinerary of tourists for decades to come. But it split the popular audience between those who loved its audacious exterior configurations and those who, in the words of Travel + Leisure writer Bunny Wong, reduced it to 'an off-putting hodgepodge of faux classical columns, strange and useless decorative elements, and penitentiary-like small windows.' Meanwhile, the building's bright exterior colors -- cream, blue, salmon -- seemed either to inspire or nauseate, with little room in-between."

-- The Oregonian editorial board, 2014

"I saw some people outside selling tomatoes. I have no idea what that meant. Three hundred fifty buildings, and I don't have this treatment anywhere else. ... Usually when I revisit buildings, it's to get the keys to the city. Here, there are tomatoes for sale."

-- Portland Building architect Michael Graves, on public reaction to his return to Portland to visit and discuss the Portland Building, 2014

## **The Portland Mercury**

### **A Portland School Board Member Says the Proposal to Widen I-5 Could Endanger Children**

*By Dirk VanderHart  
January 18, 2018*

To the many arguments that have been heaved at the \$450 million proposal to widen I-5 in the Rose Quarter add one more: It could imperil schoolchildren.

That's the case that was made by Portland Public Schools board member Paul Anthony this afternoon, as Portland City Council continued the interminable process of creating a new plan for growing the Central City over coming decades.

Anthony represents PPS District 2, which contains Harriet Tubman school, a currently shuttered building that PPS plans to reopen as a middle school in August. And Tubman overlooks I-5, smack dab in the zone where the Oregon Department of Transportation hopes to add a lane to the interstate in each direction.

While Anthony made clear he was speaking only for himself, he could hardly have been more scathing in his condemnation of the project—at least as he now understands it.

"In my view, ODOT and the city are putting Portland Public Schools and its board in a nearly impossible situation," Anthony told the council. That's because, even as PPS mulls spending millions to get Tubman in shape before next school year, the school board has no idea how a massive freeway widening project would affect the site.

"We do not know if the widening of I-5 will even happen," Anthony said in his statement. "We do not know if children will be able to occupy Tubman safely during construction, if ODOT can confine construction to times when Tubman is not in use, or if the Tubman building and site will even be viable after construction."

Anthony also raised concerns that "lids" that ODOT has proposed to lay over sections of I-5—lauded by city officials as ways to knit the fractured neighborhood together—could actually concentrate car emissions and push them toward the school, risking the health of students. The website Cascadia Times previously reported that a planned wall to limit exposure to pollutants at the school could be jeopardized by the widening proposal.

"The current ask before the council is for a delay to study whether the proposed widening would actually relieve area congestion," Anthony concluded. "This seems like a very reasonable request and I ask your support for it."

Mayor Ted Wheeler pledged to "orchestrate a meeting" between ODOT, city, and schools officials to hash the matter out.

Anthony's skepticism about the widening project is notable. While a coalition opposing the freeway expansion has attracted support of active transportation groups, environmental organizations, neighborhood associations, and others, local elected officials have been virtually lockstep in their support. The school board member's call for proof the highway widening will relieve area congestion is also notable—largely because even the project's biggest boosters concede it won't.

The project is conceived as a fix to one of I-5's thorniest bottlenecks. By adding a lane in each direction, ODOT believes it can cut down on fender benders that have plagued the stretch of road, potentially shaving minutes off of average commute times. Detractors point to a wealth of studies that show such projects don't decrease suggestion in the long run.

As we reported last year, Portland City Council's influence over the I-5 project is unclear. The council could pull the project from the Transportation System Plan it's currently updating, potentially snarling it in the process, but ODOT has secured state funding for the highway widening, and controls the freeway.