

The Oregonian

Portland Police Identify 7 Officers, 1 Sheriff's Deputy Involved in Shelter Shooting

*By Maxine Bernstein
April 10, 2018*

Police on Tuesday released the names of the seven Portland police officers and one Multnomah County sheriff's deputy involved in Saturday night's shooting of John Andrew Elifritz, a 48-year-old man killed after he burst into a homeless shelter armed with a knife.

The Police Bureau initially held off identifying the officers after learning of a potential threat against them that may have surfaced on social media after the shooting.

But the bureau "ultimately could not locate any credible information," said Sgt. Chris Burley, police spokesman.

The Portland officers and their years of service with the bureau are: Richard Bailey, two years, Justin Damerville, seven years, Kameron Fender, eight years, Alexandru Martiniuc, six years, Bradley Nutting, 11 years, Chad Phifer, 10 years and Andrew Polas, 14 years.

The deputy is Aaron Sieczkowski, a six-year member of the sheriff's office.

Police haven't said who fired less-lethal rounds and who fired lethal rounds or how many.

The officers and deputy will remain on paid administrative leave, per standard policy, pending the outcome of a criminal investigation.

Elifritz died of multiple gunshot wounds. Police had encountered him earlier in the day Saturday, finding him holding a knife to his throat in outer Southeast Portland after he had called 911, talking about his wife and child being murdered. Police found Elifritz's family was safe and decided to leave Elifritz alone, according to police and an emergency dispatch recording.

Detectives on Monday continued investigating the shooting inside the CityTeam Ministries shelter as details began to emerge about a series of events that preceded John A. Elifritz's death.

A short time later, police said, he went on a crime spree that included an attempted carjacking, a successful carjacking of a silver Honda CRV after forcing a woman from the SUV and a road-rage encounter. He crashed the stolen SUV on Southeast Martin Luther King Jr. Boulevard near Stark Street.

A clerk in the nearby Jacksons Gas Station said he entered the convenience store, holding a knife to his throat and talking of suicide and murder. Someone at the store called 911. Witnesses said Elifritz then burst into Cityteam Ministries on Southeast Grand Avenue, holding a knife in one hand and cutting himself.

Police initially stood at the open door with guns drawn as startled men about to attend an Alcohol Anonymous meeting at the shelter tried to get out of the way of Elifritz and box him in a corner using chairs. A group of officers then entered the shelter, ordering Elifritz to drop his knife, before they fired less-lethal rounds and then lethal rounds, police said.

Portland Officer Polas was involved in the May 12, 2010, shooting of Keaton Otis. A Multnomah County grand jury found no criminal wrongdoing by police in the Otis shooting. Police said they stopped Otis, 25, for making unsignaled lane changes. Otis grabbed a 9mm

pistol from the glove box and shot an officer in the groin. Three other officers fired a total of 32 shots, striking Otis 23 times.

Phifer was cited in a federal investigation of Portland police as an example of excessive force for firing a Taser repeatedly at a man with mental illness and punching him in the ribs up to six times in 2010.

Nutting used a stun gun in 2014 on a bicyclist six times in 15 seconds in a use of force that drew years of scrutiny and conflicting opinions.

Willamette Week

Portland Finally Has the Resources to Become an Elite Bike City. But More Money Means Different Problems.

By Michael Andersen

April 10, 2018

We're the dog that caught the car.

The best way to summarize this moment in Portland's history as a city of bikes might actually be with an automotive metaphor: We're the dog that caught the car.

For 25 years, we built bike infrastructure with the civic equivalent of spare change. In 2010, one of Mayor Sam Adams' favorite talking points was that the city's entire biking network had cost about as much as a single mile of urban freeway.

It was true. Paint is cheap.

In fact, you could say it was Portland's poverty, or at least our cheapskate culture, that made us one of the country's best cities for biking in the first place. For most of the past 100 years, Portland was too broke to build freeways or subways or even off-street bike paths, like other U.S. cities did. So in the '90s, we decided to do the cheapest thing imaginable and just add stripes to streets as they were being repaved. We called them "bike lanes."

Portland discovered that when bike infrastructure goes right on the main streets instead of winding along rivers or behind fences, it becomes practical, and people use it.

That's how Portland found its way to the 2000s. Bike-commuting rates quadrupled to 6 percent of our workforce over several years. (In most major cities, it's about 1 percent.) Portland soared to a wonky sort of fame on the backs of a few thousand 20-somethings who were just trying to get to their dishwashing gigs.

Now it's 2018, and the kitchen staff all had to move to Gresham. Unlike in the aughts, when Portland's rapid biking growth was the biggest reason it could add 15,000 jobs but zero new auto commutes, half of this decade's new jobs have added another car to the streets.

Biking rates are mostly unchanged since 2009, in part because we stopped improving our bike network for a few years after the recession.

It's been bad. But here's a smidge of silver lining: The Beemer drivers who live in the dishwashers' old houses came in with a ton of money. And they mostly seem to like bikes, too.

In 2016, Portland voters approved the nation's largest local-option gas tax, dedicated not to widening streets but to keeping them paved and filling in their bike-walk networks. In 2017, the

state passed a big transportation bill with strong local support, and Portland's City Council jacked up transportation fees on big new homes. Another \$600 million from existing property taxes, Mayor Ted Wheeler's "Build Portland" proposal, would also go, in part, to street work.

What's more, all the new car trips may be clogging our roads, but they sure do use a lot of gasoline—further good news for transportation budgets.

It adds up to a Portland Transportation Bureau that's swimming in cash. The bureau added 53 new major projects to its to-do list this year, up from six in 2015. In the "active transportation" division alone—that's biking and walking—Portland's operating budget is up 71 percent since 2015, to \$5.2 million.

Just as importantly, Portland's leaders are under great pressure to deliver. Our economy will choke on its own traffic unless we can quickly make biking and its collaborator, mass transit, relevant to more people.

After decades of dreaming about what they'd do if only they had the money, Portland's bike visionaries finally got their wish.

Now they've got new problems.

Build first-rate protected bikeways on a handful of streets, or mediocre ones everywhere? Make nice areas awesome, or make crappy areas decent? Move fast and break things, or stick with the talk therapy locally known as "public process"? Reduce auto capacity, or keep every passing lane in place?

Bike believers like me obviously have our preferences. Here's my own take on what Portland needs right now.

1. For God's sake, give East Portland a network.

The simplest, least controversial sort of bikeway is a "neighborhood greenway," a low-traffic side street that gets speed bumps and signalized crossings. A lattice of such streets east of I-205 had been scheduled for completion in 2014, 2015, 2016, 2017, 2018...and now 2019. The changes will harm nobody and cost nearly nothing. They've gone unbuilt.

In its defense, Portland has now paired this network with a few protected bike lane plans for Northeast Halsey and Weidler streets, separating bike and car traffic with curbs, posts and parking rather than mere paint. New crossings of I-205 near the kick-ass Gateway Green bike park are now promised, too.

No more excuses, Portland. The city needs these yesterday.

2. Do downtown nice.

Portland has spent five years sitting on \$10 million for better walking, biking and transit in the central city. Biking has huge potential there, simply because getting there by car is so annoying—but anyone who's tried to bike west from the Hawthorne Bridge knows today's streets aren't nearly good enough to get normal people pedaling.

We've spent a generation making bike lanes that are "good enough" and promising to do better someday. Someday is now. Portlanders should use this money to show ourselves how at least one or two truly great protected bike lanes can look and feel. There's no better way to build political support for more investment everywhere.

3. Draw straight lines for a change.

Portland's so-called "20s Bikeway," finished last year, jogs back and forth between 26th, 27th, 28th, 29th, 30th and 32nd avenues. Why? In part because, on one block after another, city leaders refused to argue that a few parking spaces are less important to the future of Portland's business districts than freeing businesses from dependence on parking spaces.

Portland is about to choose between a ramrod-straight neighborhood greenway on Northeast 7th Avenue and a hilly detour on Northeast 9th. The only downside of 7th is that new traffic barriers would force more people to drive on Martin Luther King Jr. Boulevard or 15th instead. But there's no question which option would do more to reduce auto use in neighborhoods where people definitely don't need to drive everywhere.

4. It's the economy, stupid.

For some reason, a lot of Portland's economic elites have failed to see the reality that when we reallocate a little road space to make it safer, faster, more pleasant and more intuitive for people to escape auto dependence, it saves everyone money.

Car ownership per person in Multnomah County is down 5 percent since 2007. If we still owned and drove cars at the rates we did then, we'd have to spend \$127 million of the local economy on motor vehicles every year. Instead, we get to spend all that on other stuff we want more.

That's a story all cheapskates can love, no matter how rich they've become.

The Portland Mercury

Why Isn't the City's Plan to Reverse Gentrification in NE Portland Working?

*By Kelly Kenoyer
April 11, 2018*

We'll give you a hint: It's expensive.

In 2015, Portland kicked off a \$2.4 million project intended to help at least 65 low-income families become homeowners in North and Northeast Portland over the next five years.

More than three years in, only five families have been able to buy a home through the program.

It's known as the N/NE Neighborhood Housing Strategy, and was created by the Portland Housing Bureau (PHB) to mitigate the effects of gentrification in Portland's historically Black neighborhoods. The idea: prioritized housing for those whose families had been driven out of their neighborhoods due to skyrocketing housing costs. The full plan, budgeted at \$20 million over five years (with \$2.4 million specifically aimed at home loans), includes several offerings: grants and loans for home repairs, down payment loans for new homeowners, increased construction of both rental homes and homes for purchase, and land acquisition for future construction.

Some of these projects, while moving slowly, have seen limited success. Others—specifically the down payment loan program—are practically at a standstill. Those who know the neighborhood say the problem isn't with the community's prospective homebuyers, but the lack of tools provided by the city to help those buyers purchase expensive Portland houses in the first place.

At an April 4 meeting of Portland City Council, PHB staff faced harsh criticism from Mayor Ted Wheeler and city commissioners following the release of a report outlining the program's failings, from the small number of families assisted, to the small number of new apartment complexes, to general financial mismanagement.

"There will not be a fourth report about this, because I am going to hold everybody accountable," said Wheeler. Interim PHB Director Shannon Callahan took full responsibility for the program's issues, admitting that "over-budgeting" and limited staff led to the problems. The report outlines some of PHB's solutions, including an adjusted budget and more outreach to prospective homeowner families. But is it enough?

Originally, the N/NE Neighborhood Housing Strategy raised the city's down payment loan amount from \$60,000 to \$100,000 for first-time home owners—but the loan is limited to families with incomes of up to 80 percent of the area's median family income. Even with such a loan, PHB business operations manager Leslie Goodlow says an individual making 80 percent of North and Northeast Portland's median income—about \$70,000 for a family of four—would struggle to buy one of the area's \$400,000 homes. Their mortgage would still be over 30 percent of their income.

Dr. Lisa Bates, an urban studies and planning professor at Portland State University who helped produce the report, echoes Goodlow's concerns. "We have been most concerned about one piece of that strategy: the homeownership piece," Bates says. "This is expensive work, because Northeast is an expensive part of town."

Bates suggests that the city is using the wrong strategy by providing loans directly to families, since a lot of families aren't "homebuyer-ready," or in a good position for buying a home, with good credit and a solid block of savings. With ever-increasing home prices and families racing to save money to afford them, Bates doesn't understand the city's logic.

"How do these models actually work when you have the perfect storm?" she asks.

Bates suggests that families who have been historically disenfranchised may need coaching on how to successfully navigate the complicated home-buying process. But PHB wasn't created to engage in community development—it was created to facilitate construction.

"That's why there's no comprehensive plan," Bates says, "like an equity-driven, anti-gentrification plan being implemented."

Goodlow, PHB's business operations manager, says that the housing bureau's project partners do provide some financial counseling, but admits it doesn't extend to the entire home-buying process. She says the money provided to PHB is earmarked for construction and can't be spent on counseling, but she agrees that it could help.

"People are coming through the pipeline who have had generations of disparate treatment," Goodlow says. "You also have people who are somewhere between a year to two years before they'll be ready to purchase."

Bates suggests that the city try a different strategy: buy existing houses with the project's funds, then save them for families in the housing pipeline who will need them down the road. She added that Habitat for Humanity could also help build new homes.

According to Goodlow, PHB is considering such alternatives, as well as a lease-to-own program, but has yet to implement them. The bureau does, however, plan to work more closely with families to help them overcome barriers to homeownership, and "will also actively manage the development of units and facilitating partners through the permitting process," according to

PHB's response to the oversight committee's report. Partners for the project include the African American Alliance for Homeownership, Portland Community Reinvestment Initiatives, and Habitat for Humanity.

Despite the program's problems, Bates doesn't think it should be abandoned. She does suggest, however, that city council pay more attention to the program in order for it to flourish. "They could build a community development function either as the city of Portland or the housing bureau," she says.

Other aspects of the N/NE Neighborhood Housing Strategy have had more success than the element designed to increase home ownership among low-income families. PHB's grants and loans for home repairs have helped families upgrade homes in North and Northeast Portland, allowing dilapidated houses to increase in value and energy-efficiency. Joan and Elwood Britton, a retired couple living on social security, were able to make significant repairs on their 1951 home in the Kenton neighborhood with the help of the program. Their daughter, Rebecca Britton, says the repairs were finished last year.

"The house was completely dilapidated. It needed a new roof; it was completely run-down," she says. "We got a new roof, they got new flooring, just a bunch of little things—got the house painted, and made it more presentable." Britton says her parents have significantly less anxiety now that they've fixed so many problems, especially now that the home is safe from lead poisoning. The family is saving at least \$300 a year in heating bills, she says.

While some have benefited—a total of 18 families received home repair loans in 2017, and 17 more are in the pipeline—the N/NE Neighborhood Housing Strategy is still facing an uphill battle in an increasingly gentrified city.

"Grappling with this fundamental injustice is the work of right now," says Bates. "This is setting up where we are going as a city and where we are going as a community."

Officers Involved in Elifritz Shooting Have History of Using Excessive Force Against Mentally Ill

*By Alex Zielinski
April 10, 2018*

Portland police have released the names of the seven police officers and one Multnomah County Sheriff's Deputy involved in fatally shooting John Elifritz at a Southeast homeless shelter. Based on video of the Saturday, April 7 incident and witness testimony, it appears Elifritz was in the midst of a mental crisis when he was shot. PPB have yet to verify this claim. PPB initially refused to release the names, after claiming to have received threats on the officers' lives.

"Investigators from the Multnomah County Sheriff's Office and the Portland Police Bureau worked to verify if any actual threats existed, but ultimately could not locate any credible information," writes PPB spokesperson Sgt. Christopher Burley in a Tuesday press statement

The Portland police officers involved: Richard Bailey, Justin Damerville, Kameron Fender, Alexandru Martiniuc, Bradley Nutting, Chad Phifer, and Andrew Polas. Officers' history with the bureau range from 14 to two years. Deputy Aaron Sieczkowski is the lone member of county law enforcement involved in the shooting. He's been with the Sheriff's Office for six years.

At least three officers already have a history with using excessive force against people with mental illness.

Let's start with Officer Phifer. In 2012, the U.S. Department of Justice pointed to five instances to illustrate Portland police officers' "pattern of excessive force." This report was part of the investigation that led to a federal lawsuit being filed against Portland for the Police Bureau's poor track record regarding use of force against people with a mental illness.

One of the DOJ's examples is a 2010 incident with Officer Phifer involving a man in a mental health crisis in an Old Town apartment—summarized in an Oregonian article. While the man had no weapons on him and was making "incoherent statements," Phifer chose to physically detain him. When the man rolled away from him, Phifer fired a Taser into the man's back several times. Phifer then punched the man in the ribs at least six times. According to the federal report, Phifer and another officer Tased the man six more times before handcuffing him and then taking him to a mental health hospital.

Then there's Officer Nutting. You may remember when, in September 2014, Nutting Tased Portland bicyclist Matthew Klug six times for resisting arrest after Klug yelled at a driver he said hit his bike. Witnesses to the arrest said Klug, who has epilepsy and a traumatic brain injury, was clearly in the midst of a mental health crisis during the incident.

Officer Polas was involved in what may be the most recognizable case of the three: The 2010 shooting death of 25-year-old Keaton Otis, a man whose parents say struggled with mood disorders. Three officers shot Otis 23 times after pulling him over for looking "suspicious" (that, and not signaling before changing lanes). Polas was one of those officers.

According to Burley, the seven officers and deputy will remain on paid administrative leave until the completion of the investigation and Grand Jury.

Columbia CEO to Bankroll New Harbor for Hope Shelter in the Pearl

*By Kelly Kenoyer
April 10, 2018*

It appears that a wealthy Portland CEO and a Portland developer, both of whom have a well-documented history of animosity towards the homeless, have had a change of heart.

Oregon Harbor for Hope—a nonprofit organization chaired by developer Homer Williams, has announced a partnership with Columbia Sportswear CEO Tim Boyle to build a new homeless shelter under the Broadway Bridge—just blocks from William's prized Marriott Hotel. It's the same location where, in 2016, Williams fought tooth and nail to keep homeless camp Right 2 Dream Too (R2D2) from setting up shop.

In a Tuesday morning press conference, Williams had changed his tune.

"One thing I realized is that we're all going to have to be involved," he said. "We can't have people pooping in bushes, drinking bad water, not getting enough sleep, we're a better country and city than that."

"This takes commitment, and it takes volunteers, and it takes money," Williams added. That's where Boyle comes into play. The CEO announced he'd donate \$1.5 million to help construct the new shelter.

Boyle wrote an op-ed in the Oregonian last year disparaging the homeless situation in Portland and threatening to move Columbia's new Sorel brand headquarters out of downtown due to the

amount of homeless people crowding the neighborhood. This call led to Mayor Ted Wheeler making rushed promises to increase area policing, and “do whatever it takes” to keep downtown businesses content.

Apparently, that means helping the businessman bankroll a brand-new shelter— or, as its been called, a “navigation center.”

“I’ve decided that it’s important to invest in the project that [local attorney] Bob Stoll and Homer have put together,” Boyle said. “It provides significant momentum and a challenge quite frankly to the business community.”

The proposed Oregon Harbor for Hope project is meant to bring homeless people in on a short-term basis where their needs can be triaged. Staff will evaluate a person’s individual needs, come up with a plan to connect them to services, and then “hopefully move them through the system,” Williams said. He emphasized, however that affordable housing is the key to truly solving homelessness.

Attorney Stoll, who helped gather support for the project, said that the \$1.5 million would certainly cover the construction of the facility, which will be constructed on city-owned property. There is no word on who will fund operational costs, which are estimated to be \$1.5 to 2 million per year.

The shelter is expected to house 100 to 120 beds, depending on the final plan. The current draft includes an outside recreation area and vegetable gardens, all surrounded by an 8-foot chain-link fence wrapped in black vinyl, according to design plans obtained by the Oregonian.

Many details of the project are still unclear and almost appeared to be an afterthought at the morning meeting.

Mayor Wheeler applauded the business community for these steps. “Public-private partnerships can work to address this unfolding crisis in our streets,” he said. “This is a good project, but I want to reiterate that it is just one project... We need more resources to transition people into housing.”

He added, perhaps in a nod to Williams’ previous position against a homeless camp near his hotel, “We can’t only support shelter as long as it’s not in our own backyards. We can’t only support affordable housing as long as it’s not in our backyards.”

None of the standard homeless advocates were asked to speak at this morning's press conference. Asked to comment, Kari Lyons, director the Welcome Home Coalition, said her organization is in favor of the project. "We embrace private public partnerships and are hopeful that Harbor of Hope will tap into the expertise of existing service providers."

George Devendorf, Executive Director of Transition Projects, had similar praise, calling the new public-private partnership "an encouraging step in the right direction." He added, "The proposed shelter offers our community a trial run for expanded public-private collaboration—a collaboration that will hopefully pave the way for bigger and bolder partnerships in the years ahead."

The Portland Business Journal

Why Tim Boyle Gave \$1.5 Million for a New Northwest Portland Homeless Shelter

By Jon Bell

April 10, 2018

Last November, Columbia Sportswear president and CEO Tim Boyle stirred the downtown business pot when he wrote in an op-ed column that relocating the company's Sorel brand headquarters to downtown Portland may have been a mistake. He wrote about his employees feeling unsafe and threatened downtown.

Boyle called for more community policing, and later said more needed to be done to help address Portland's homelessness situation.

Boyle went a step further today and made a \$1.5 million donation to the nonprofit Oregon Harbor of Hope for the construction of a new homeless shelter underneath the Broadway Bridge.

"It's my personal philosophy that if you say something, you better do something," Boyle said at a press conference announcing the new shelter this morning.

Deemed a "navigation center," the proposed shelter would house between 100 and 120 people. According to developer Homer Williams, chair of the nonprofit, the center is being designed to bring people in for a short-term basis, evaluate them, come up with a plan and "hopefully move them through the system."

"We all know the goal," he said. "It's to get people into housing, not shelters. But the reality is, the first step is generally going to be a shelter."

Boyle's personal \$1.5 million donation should be "more than adequate" to construct the shelter, Williams said. The nonprofit estimates that running the shelter will cost between \$1.5 million and \$2 million per year, most of which is likely to come from private donations.

The proposed shelter would be located on a parcel of land owned by Prosper Portland underneath the Broadway Bridge. Prosper Portland will donate the land for the project, though terms of that arrangement have yet to be determined.

The location was actually considered as a spot for the Right 2 Dream Too homeless camp in 2013. Williams and other Pearl District bigwigs protested the idea, even taking legal action to prevent the camp from moving in under the bridge.

Asked about his change of heart over the site, which sits just across the railroad tracks from the Residence Inn and the forthcoming 9North office building, both of which Williams & Dame Development had a hand in, Williams said homelessness has become too big an issue to ignore.

"One thing I've realized is that we are all going to have to be involved," he said. "We'll have shelters in every neighborhood, and neighborhoods need to embrace that. I guess it's only fitting that the first one is right across the tracks from here."

Whether any public funding will help cover operational costs also remains somewhat unclear, though Mayor Ted Wheeler said the private sector has been taking the lead on the project.

"This has been offered up as a private sector partnership with the public sector," he said. "I'm going to do nothing here today to take anybody's foot off the accelerator of the private sector stepping up as these gentlemen have suggested. I think that's a good idea."

Additional partners at the event today included Multnomah County Chair Deborah Kafoury, Portland State University President Rahmat Shoureshi and David Bangsberg, the founding dean of the joint Oregon Health & Science University – Portland State University School of Public Health.

According to the Oregonian, the planned shelter would be about 9,000 square feet and also include a 2,500-square-foot service center.

If all goes as planned, the shelter could be up and running by late this summer or fall.

The Portland Observer

Knife Wielding Man Killed in Confrontation

By Danny Peterson

April 10, 2018

Community in shock

A deadly police shooting of a 48-year-old man wielding a knife that occurred Saturday night at a homeless shelter holding an Alcoholics Anonymous meeting sent shockwaves through the community.

Eyewitness saw a white man burst into the 12-step meeting at the City Team Ministries shelter at 526 S.E. Grand Ave., an organization that serves the homeless, without a shirt on and wielding a knife before getting shot and killed by police. One of the witnesses captured video from his cell phone of a group of about a dozen police entering the facility, and then shooting the man in the span of about a minute. The footage was posted on Instagram.

Multiple witnesses said he was waving the knife around and cutting himself prior to being shot.

“It was horrific,” the videographer, Morgan Pickering, told reporters. “We were all scared for our lives.”

Police said that at 7:30 p.m. Saturday they were responding to a reported stolen vehicle crash about a block away when a man jumped out of a moving vehicle and fled on foot. He was confronted shortly later after entering the shelter.

Witnesses said police ordered him to drop his knife, but he refused, so they shot him.

The man was identified by police and family members as John Andrew Elifritz, a 48-year old shipyard worker with a young daughter. Posts on social media from the mother of Elifritz’s child and close friends indicated he had been experiencing a mental health crisis the week leading up to the incident.

Police said Elifritz called 9-11 earlier Saturday to report his family was murdered, which wasn’t true, and an officer found him on Southeast 86th Avenue where he drew a knife, held it up to his throat, and then backed away.

The police officer let him run-away in order to “de-escalate” the situation and referred the incident to the Bureau’s Behavioral Health Unit for follow up, authorities said. Not long after, Elifritz is accused of stealing a car by force from a woman after another carjacking attempt went astray.

Multiple witnesses at the City Team shelter said the police were justified in their use of force on the man, who they said was acting erratically. Other bystanders and community members said the opposite.

The incident sparked backlash among civil rights advocates, including the group PDX Resistance, who criticized the police's actions on social media, and from the American Civil Liberties Union of Oregon.

"Was there any attempt to de-escalate the situation before officers open fire inside the homeless shelter full of innocent bystanders? If not, why not?" wrote ACLU of Oregon Executive Director David Rodgers. "We join many in the community by calling for a prompt, thorough, and transparent investigation into this shooting. The public deserves to get a detailed account of why this man was shot and what actions Portland Police took to avoid yet another fatal shooting."

The officers involved in the shooting were identified Tuesday. Interviews with the police involved were underway, authorities said.

City Team shelter Executive Director Mike Giering told the Portland Observer that they are "fully cooperating" with police on the investigation.

OPB

PPB Release Names Of 8 Officers Involved In Deadly Shelter Shooting

*By Ericka Cruz Guevarra
April 10, 2018*

After a delay, the Portland Police Bureau has released the names of the eight officers involved in a deadly weekend shooting at a homeless shelter in Southeast Portland.

The bureau has said that seven officers and one Multnomah County deputy were involved in the shooting, although investigators have not said who fired nonlethal objects at John Elifritz and who fired the live rounds that killed him.

The officers include: Officer Richard Bailey, a two-year-veteran of the Portland Police Bureau; Officer Justin Damerville, a seven-year PPB veteran; Officer Kameron Fender, an eight-year PPB veteran; Officer Alexandru Martiniuc, a six-year PPB veteran; Officer Bradley Nutting, an 11-year PPB veteran; Officer Chad Phifer, a 10-year PPB veteran; Officer Andrew Polas, a 14-year PPB veteran; and Deputy Aaron Sieczkowski, a six-year veteran of the Multnomah County Sheriff's Office.

All eight have been placed on paid administrative leave for their involvement in the Saturday incident that left Elifritz, 48, dead.

At least four of the officers have made news previously for on-duty incidents. Polas was involved in the shooting death of Keaton Otis in 2010 during a traffic stop. A grand jury decided not to charge Polas and the other officers involved in that shooting.

In 2014, Damerville made news after arresting a homeless woman for spitting.

Nutting drew attention that same year after he used a Taser on a Portland bicyclist six times within 15 seconds. The police chief at the time found that Nutting's use of force was necessary, but the City Council later voted 3-2 to overturn that decision.

And Phifer's work in a 2010 case was cited in the U.S. Department of Justice's investigation that found a pattern of excessive use of force by Portland Police Bureau, particularly with people suffering from mental health problems.

Phifer and another officer were found to have used a Taser and punched an unarmed man after being called to help mental health workers evaluate him.

Saturday night's shooting will be considered by police investigators and a criminal grand jury.

The eight officers were responding Saturday to reports that Elifritz had stolen a car by force Saturday before entering the shelter. A video posted on social media appears to show the officers entering and shooting across the room at Elifritz. Elifritz is seen falling to the ground after shots were fired.

Elifritz interacted with police multiple times Saturday before he was shot. He called 911 earlier in the day to report that his family had been murdered, the beginning of a long and confusing few hours in which Elifritz appeared to be suffering from a mental health crisis.

The bureau's Detective Divisions Homicide Detail and the East County Major Crimes teams are investigating the shooting.

Daryl Turner, president of the Portland Police Association, declined to comment and declined to explain how investigations into officer-involved shootings work. Turner said all investigations are different in circumstance, adding he doesn't want to compromise the ongoing work.

The police bureau initially pledged to announce the names of the involved officers on Sunday night, but delayed the release citing "threats made regarding their safety." At least two threats were made. The bureau says it worked to determine if any actual threats existed but "could not locate any credible information."

Oregon U.S. Attorney Billy Williams said Tuesday his office has been briefed on Saturday's shooting, per the terms of the city's 2012 settlement with the federal government over that excessive force investigation.

On April 19, the city and federal government are set to appear in federal court to discuss the settlement's status with a judge. Though the status conference was set up before Saturday's shooting, it's possible the Elifritz shooting could come up.

A New Homeless Center Is Coming To The Pearl District

By Dirk VanderHart

April 10, 2018

As Portland struggles to address its growing homeless population, local government and business interests are turning to two ideas that have been dashed in the past.

On Tuesday, officials with the nonprofit Harbor of Hope announced the organization will use a \$1.5 million personal donation from Columbia Sportswear CEO Tim Boyle to build a new 100-bed shelter. The site is a vacant plot of land in Northwest Portland, north of Union Station, beneath the Broadway Bridge.

"So much of this feels familiar — in a good way," said Multnomah County Chair Deborah Kafoury, who appeared at a press conference announcing the project alongside Boyle, Mayor Ted Wheeler, developer Homer Williams and others.

The project, as it was loosely sketched out on Tuesday, calls for a 9,000-square-foot shelter and accompanying 2,500-square-foot service center in the shadow of the Broadway Bridge — on a piece of property owned by Prosper Portland. The center would house between 100 and 120 people, and is expected to open later this year.

Williams and others described the shelter as a place where unsheltered Portlanders can stay on a “short-term basis,” while receiving assistance securing housing and other services.

The move is notable for a number of reasons. First, it’s perhaps an unprecedented influx of private cash into fighting Portland’s homelessness crisis.

“This takes commitment, and it takes volunteers, and it takes money,” Williams said. “That’s where the business community comes in.”

The move also signals a stark reversal for Williams, a prominent Portland developer who founded Harbor of Hope in 2016.

In 2014, he played an instrumental role in ensuring that the homeless rest area Right 2 Dream Too was not moved to a plot near the site where the navigation center is now planned. At the time, Williams was trying to keep an organized homeless camp away from the Residence Inn he was building in the area. Tuesday’s press conference was held at that Residence Inn, and Williams gestured out the window toward where the new center will be.

The announcement marks the second time a “navigation center” has been proposed in Portland. In 2016, then-Mayor Charlie Hales planned to build such a center in Southeast Portland, near the campus of the former Washington High School. That plan fizzled.

Williams has also proposed building a shelter in Northwest Portland before. In 2016, he urged officials to allow him to create a shelter at the city’s surplus Terminal 1 property, just north of the Pearl District. The city ultimately rejected the idea.

The navigation center model was born in San Francisco, in 2015. It’s designed to attract people living without shelter, who are “often fearful of accessing traditional shelter and services,” according to the website for San Francisco’s Department of Safe and Supportive Housing.

The centers have low barriers to entry, and invite a person’s significant others and pets to stay with them, once accepted. The centers also have intensive social services offerings, with case workers on site helping residents link up with assistance. The city of San Francisco now has four such facilities, and officials there say they’ve served more than 1,150 people, with 72 percent of them leaving the center for housing.

Harbor of Hope is adopting more than just the service model. The mock-ups of the forthcoming project show the shelter will resemble the large tent structure San Francisco is using for its latest navigation center.

Boyle’s role in the new project is also notable. Last year, the businessman threatened to pull the headquarters of one of his companies, Sorel, out of downtown, citing safety issues.

In response, Wheeler vowed to step up police patrols near the headquarters, and prohibited sitting on sidewalks near Columbia’s downtown flagship store during the daytime. Wheeler expanded that prohibition to several other downtown sidewalks at the same time, but the sidewalks near Columbia drew the most controversy. Activists staged a sit-in outside the store in December, causing it to shut down for a day.

Boyle said today he’d made the \$1.5 million donation following discussions with Williams, Wheeler and others over the last two months.

“We’ve been talking about this for quite some time,” Boyle said. “If you say something, you better do something.”