

## **The Oregonian**

### **'Alarming' Number of Attempts to Hack City Systems, Portland Warns**

*By Gordon Friedman  
May 18, 2018*

Portland's top tech officer is warning that hackers' attempts to break into city government systems are getting more common and advanced.

In an email sent Friday to all city employees, Jeffrey Baer, the city's chief technology officer, wrote that Portland is undergoing "an alarming number of new and more sophisticated attempts" by hackers to pry into city government computer systems.

It doesn't appear data was stolen from city networks, he wrote, adding that no Portland-run databases or billing systems were compromised. But, he said, some hacking attempts "may potentially have been successful," noting "compromised email addresses." City tech staffer are "actively researching what was touched and who might be affected," he said.

At least some of the attempted breaches are coming as "phishing" scams, Baer wrote. Phishing is when hackers try to make computer users unwittingly give them their system logins or credit card details by mimicking trustworthy web interfaces.

The problem isn't unique to Portland or governmental bodies. According to the FBI, companies and individual victims report hundreds of thousands of phishing attempts to law enforcement each year, and breached email accounts cost Americans more than \$676 million in 2017.

### **2018 Portland Marathon is Back, City Taking Bids for Organizers**

*By Eder Campuzano  
May 18, 2018*

City Hall is taking applications for the 2018 Portland Marathon. And they're due one week from today.

The embattled event, which was effectively scrapped when the Portland Marathon Board called it quits and dissolved in the face of city officials asking them to submit an official bid to host the run, will now go on as planned if a suitable organizer comes forward, the Portland Bureau of Transportation and Mayor Ted Wheeler's office announced in a joint statement Friday.

Les Smith, who had been the Portland Marathon's event director since 1982, must pay the Portland Marathon \$865,000 and is banned from future races, according to details of a settlement released Wednesday by the Oregon Department of Justice.

The managerial churn began when the Oregon Department of Justice found that former Portland Marathon Organizer Les Smith had illegally borrowed thousands of dollars from the nonprofit that operates the event and ordered him to pay back \$850,000.

That nonprofit, headed by the Portland Marathon Board, decided it would keep running the event, but only if it was allowed to do so without fear of the city opening up a bidding process for 2019 and beyond.

City Hall didn't relent. And the Portland Marathon Board decided to dissolve, which prompted city leaders to solicit bids for this year and next. The 2018 run is scheduled for Oct. 7, per a release.

PBOT and the mayor's office in the joint statement said interested parties would need to apply to run this year's marathon and future events separately.

A questionnaire attached to the application asks whether aspiring marathon organizers have ever produced a "local, large scale athletic event" in the Portland area with more than 2,000 participants, amid other things.

City officials also want to know if organizers could recruit at least 170 volunteers to staff the barricades and whether they'd be willing to use the 2017 Portland Marathon route.

Applicants will also need to prove they can provide a \$25,000 deposit to host the event. Submissions that meet the qualifications will be tossed into a "blind draw," which city officials will conduct June 1.

And if they're interested in hosting it in 2019 and beyond?

There's a different application for that.

## **The Portland Tribune**

### **New Law Could Pave Path for More ADUs**

*By Steve Law*

*May 17, 2018*

Many of Portland's suburbs have barriers to new construction that planners say are akin to 'poison pills.

Building extra dwelling units in Portlanders' attics, basements, garages and backyards is in vogue these days, with about 600 a year getting approved plus untold more flying under the radar without city permits.

Now the trend could expand into the suburbs and beyond.

By July 1, a 2017 state law requires most cities and counties to permit one accessory dwelling unit or ADU inside or alongside each single-family home, subject to "reasonable" design and siting regulations.

"It's not just Portland's thing anymore," said Eli Spevak, a developer who builds ADUs and other alternative housing, and serves on the Portland Planning and Sustainability Commission.

ADUs can fill a vital niche given the growing housing affordability crisis, changing nature of families, and regional planning that encourages more walkable neighborhoods. They are smaller and require less capital to build, so generally are more affordable. They provide infill housing that is close to services and jobs and is relatively popular with neighbors. They provide places for senior citizens or young adults to live independently but near family, and give homeowners potential rental income.

Those reasons are why House Speaker Tina Kotek, D-Portland, pushed the new ADU provisions in the 2017 housing bill she sponsored, which became Senate Bill 1051A.

In the wake of Portland's success spurring a new ADU industry in the past decade, communities like Bend, Ashland and Vancouver, Washington, have adopted more welcoming codes.

But new ADUs have been relatively rare in most Portland suburbs, even though Metro required cities within its jurisdiction to allow them back in 1996, in a little-noticed provision. The new state law expands the requirement to Clackamas and Washington counties, which include hundreds of thousands of residents in unincorporated but urbanized communities, such as Clackamas and Cedar Hills. And the law is pressuring cities and counties to shed some of their restrictions that have impeded construction of ADUs.

"The issue is whether you make it relatively easy to do or not," said Mary Kyle McCurdy, deputy director of 1000 Friends of Oregon, a land-use watchdog group that lobbied for the new law.

### **Change is coming**

Tigard, for example, currently bars freestanding or detached ADUs, also known as backyard cottages. And it has other restrictions that planners dub "poison pills" because they thwart ADU construction.

Tigard planners field multiple calls a week from residents asking about ADUs, said Schuyler Warren, associate planner. Yet Tigard only issued six ADU permits last year and three the year before, despite a growing housing affordability problem.

Spevak lauded Tigard as one of the local suburbs that appears to be stepping up to comply with the new state law and encourage more ADUs.

Preliminary recommendations from Tigard's Housing Options Task Force suggest allowing two ADUs on each home site, one inside the home and one freestanding, and eliminating some restrictive provisions, Warren said. The city plans a June 13 open house to discuss proposed changes and get residents' views.

It's too soon to know if Senate Bill 1051A will spur many new ADUs, said Kol Peterson, a Portland ADU consultant and author of a new book called "Backdoor Revolution: The Definitive Guide to ADU Development."

We'll know more when communities finish updating their codes by July 1, he said.

Peterson hopes the suburbs will adopt codes that are more receptive to ADUs. Removing barriers

The whole purpose of the law is to "lower barriers to development" and weed out poison pills, said Laura Buhl, a land-use and transportation planner with the state Department of Land Conservation and Development. Some communities may meet the letter of the law but not the spirit of the law, Buhl said.

To help prod them, the state land-use agency released model terms for new ADU codes in March. That proposes shedding the major impediments and suggests communities consider allowing two ADUs per site, as Portland is considering in its proposed Residential Infill Project.

A single restriction may not kill the market in one city by itself. But multiple restrictions have a chilling combined effect on new development, Buhl said.

"I'd say every city has a barrier or two they could work on reducing," said Elizabeth Decker, a Vancouver planner hired by Metro to survey existing ADU regulations among area cities and counties.

ADUs are the one type of new housing not orchestrated by developers. Usually, homeowners oversee construction, and they are not as adept at navigating cumbersome regulations.

So far, cities that have submitted their new ADU regulations to state land-use officials have retained many restrictions, Buhl said. "Most of them continued more barriers, more regulations than what our model code contains," she said. "Most jurisdictions are trying to meet the letter of the law, but are not completely gung ho."

If anyone legally challenges such city codes on the grounds they go beyond "reasonable" design and siting regulations, the matter gets reviewed by the Oregon Land Use Board of Appeals. Groups like 1000 Friends of Oregon, or perhaps various Home Builders Associations, could challenge the rules in order to get more ADUs built.

There's little in the law to spell out what "reasonable" means, Buhl said. "I think there probably are going to be a lot of things decided in the courts."

### **Barriers to ADU**

Here are some of the main restrictions against building accessory dwelling units in city codes throughout the metro area and the state:

#### **• Building size limits**

Gladstone has a 400-square-foot cap on ADUs, which isn't enough to provide a bedroom, said ADU consultant Kol Peterson. Forest Grove caps detached ADUs at 30 percent of the size of the main house, which would be 450 square feet for a 1,500-square-foot main house.

"Anything less than 600 square feet becomes a problem," Peterson said. That allows for one separate bedroom, a bathroom, kitchen and living room. For two residents, you need more space, he said.

Model state rules issued by the Department of Land Conservation and Development suggest ADUs should be allowed up to 800 to 900 square feet, close to Portland's limit of 800 square feet (or 75 percent of the main house.)

#### **• Owner occupancy**

Most jurisdictions in Oregon require the owner to remain living in either the main house or the ADU. "That kills ADUs right there," Peterson said.

While seemingly reasonable, such rules can reduce the actual property value because of lost flexibility, he said, and make lenders less willing to provide a construction loan to build an ADU.

#### **• Off-street parking**

All jurisdictions in the Portland area aside from Portland, Durham and King City require off-street parking to be built with new ADUs, Peterson said. That adds \$10,000 to \$15,000 in costs to pave a driveway, he said, and many lots can't accommodate new parking spaces.

#### **• Onerous fees**

Many jurisdictions levy thousands of dollars in systems development charges on each new ADU — the same as they charge for regular houses — to cover the cost of providing parks, sewers, water, streets and other services. Portland, where such development fees typically top \$16,000, found that waiving those fees for new ADUs led to the current ADU construction boom.

The state's model guidance urges cities to consider scaling back those fees, with the recognition that ADUs usually house fewer residents than a regular house.

The Department of Land Conservation and Development also suggests cities shed requirements that the ADU must resemble the main house architecturally. That adds to the cost.

## **Eudaly Pushes for ADU Loan Program**

Portlanders are now adding about 600 accessory dwelling units a year, but city Commissioner Chloe Eudaly wants to get that up to 1,500.

The city can't close the housing affordability gap just by building more housing, Eudaly said. But it can "make a real dent," she said, by enlisting the help of thousands of "tiny developers" in Portland — homeowners empowered to build ADUs inside or alongside their homes.

Eudaly wants the city to help create a new pilot loan program, so folks don't have to come up with \$100,000 or more of their own cash to add a secondary unit in their basement, attic, garage or out in the backyard. The problem, she said, is that banks won't loan money based on homeowners' ability to make payments by renting out the ADUs. That cuts modest- and low-income homeowners out of the market.

Eudaly and her staff are exploring city aid for a pilot project with Craft 3, a Seattle-based nonprofit community development lender that wants to offer ADU construction loans for homeowners of modest income.

Eudaly was unable to get her proposed \$2.1 million spending package in the 2018-19 city budget, which would have helped Craft 3 create a pilot project and subsidize 50 to 100 loans. Some of that money also would help streamline city building inspections for ADUs.

Eudaly hopes the City Council will approve the initiative this fall when it reviews unspent funds in the budget and approves replacement projects. Prosper Portland, the city urban renewal agency, may chip in \$250,000 for the request, she said.

Adding ADUs could help a large number of Portland homeowners who are financially stressed pay their mortgages, she said. "Its potential for additional income for retirees who are living on a modest fixed income."

The regulatory and permitting costs for building an ADU typically run more than \$10,000, and sometimes more than \$20,000, said Marshall Runkel, Eudaly's chief of staff. Streamlining the permit process could cut those "soft costs" by 20 percent, he said.

Eudaly also is promoting a future property tax reduction if homeowners agree to rent out their ADUs to tenants earning 60 to 80 percent of the median income. She's been in talks with County Chair Deborah Kafoury, who reportedly is interested in the idea.

But first the city would need authorizing legislation approved by the Oregon Legislature in 2019.

## **Willamette Week**

### **City Hall Is Seeking New Group to Organize This Year's Portland Marathon**

*By Rachel Monahan*

*May 18, 2018*

After the previous event organizer was fined and the organization dissolved, the city wants the race to go on.

The city is officially seeking to keep Portland's marathon tradition alive, soliciting a new organization to run the event.

The move comes after the former race director, Les Smith, resigned his nonprofit post and paid to settle an \$865,000 Oregon Department of Justice case against him.

The remaining board officially dissolved the nonprofit Portland Marathon Inc. shortly thereafter.

The press release from the Portland Bureau of Transportation says the city has already heard from several interested event organizers.

Applications are due from those groups by May 25 and the city will draw the organizer at random from qualified applicants on June 1.

“Interested applicants will be asked to respond to seven questions that assess whether they have the experience, organizational capacity and financial resources necessary to successfully organize a marathon in 2018. Responses will be due on May 25th, 2018,” the release states.

“On June 1, 2018, the City will then hold a blind draw from the pool of qualified applicants to determine which company will produce the marathon.”

The event will be held October 7.

## **The Portland Mercury**

### **You Know Portland's Transportation Woes Have Reached a Breaking Point When...**

*By Alex Zielinski*

*May 18, 2018*

Streetcar ridership has hit record levels.

Yep, the lackadaisical, metal caterpillar that plods through the Pearl, South to OHSU, and along the Inner Eastside, has never been more popular. According to its website, the Portland Streetcar averaged a whopping 16,650 weekday riders in April (compared to a recent low of 13,259 in December), the highest since the streetcar's rebirth in 2001. That's a 4.5 percent increase compared to April 2017's ridership level.

TriMet, meanwhile, continues to see a decrease in riders. In April, TriMet bus and MAX ridership dropped 1.6 percent below last April's level.

Somehow, the least reliable, most expensive form of public transportation in Portland is gaining users—almost one hundred years since Portland's OG streetcar system was at its prime.

And Portland's fun new traffic jams and creeping gas prices are probably to blame.

"With ridership growing, the Streetcar remains an important tool to fight congestion in our growing city," says City Commissioner Dan Saltzman, who oversees Portland's Bureau of Transportation, in a news release.

The streetcar, which is often outpaced by bikes and/or human legs, has been a boon to Portland's business community, since it regularly plops curious tourists out in front of downtown shops. But for those trying to get to work on time, or, really, anywhere outside of the downtown core, it's not a feasible transportation option.

TriMet data analysts have blamed the dip in TriMet ridership to the pattern of lower-income, bus-riding Portlanders being pushed out of inner city neighborhoods due to creeping housing

prices. Many have fled to the city's outskirts or surrounding towns, areas with less frequent TriMet services.

This trend leaves us with big, probably uncomfortable question: What population is Portland's public transit catering to?

Tourists, businesses, and higher-income residents of downtown Portland dodging rush-hour traffic? Or the lower-income carless Portlanders who depend on reliable transit to run errands, get to work, or see family?

## **The Portland Business Journal**

### **City Looks to Revive Portland Marathon**

*By Andy Giegerich*

*May 21, 2018*

The 2018 Portland Marathon could be, after controversy and penalties for its previous operators, back after all.

Portland Mayor Ted Wheeler and the Portland Bureau of Transportation said Friday that the city will seek new operators for the 2018 event. Several events companies contacted the city after the event, at least for this year, was left for dead in the light of misdeeds that resulted in \$865,000 worth of fines for the race's director.

As such, those interested in running the event must respond to seven questions, by Friday, that gauge "whether they have the experience, organizational capacity and financial resources necessary to successfully organize a marathon in 2018."

The city said it will choose the marathon operator from "a blind draw" among qualified applicants. The Oct. 7 won't be city-owned or sponsored, according to Wheeler's office.

## **Further Reading (linked below)**

### **Kaiser Permanente to Commit \$200 Million to Help Communities Reduce Homelessness**