

The Portland Tribune

Sources: Trump, Wheeler Fight Over ICE Protests

*By Jim Redden
August 22, 2018*

Plus, Outlaw's rally comments draw praise, scorn and density increases are a controversial West Coast issue

Lost in the flap between President Donald Trump and Mayor Ted Wheeler over the U.S. Immigration and Customs Enforcement protests is what actually happened during the 38-day standoff.

Trump denounced Wheeler on Monday for telling the police not to intervene in the protests at the ICE facility in Southwest Portland. Wheeler responded Tuesday by saying he wants a country that welcomes refugees and keeps families together.

But Portland police say they received 44 calls for service from the area during the protest and took reports on 17 of them. Crimes alleged in the reports include aggravated assault, simple assault, vandalism, intimidation, child neglect and disorderly conduct. No arrests were made in any of them.

Outlaw's rally comments draw praise, scorn

Police Chief Danielle Outlaw is being both praised and criticized for comments that seemed to mock the counter-protesters at the Aug. 4 Patriot Prayer rally. Appearing on "The Lars Larson Show" on KXL, Outlaw said the counter-protesters came to "cause physical harm and confrontation" and then complained after being routed by police with what some have called excessive force.

According to OPB, Kristin Malone, an attorney who has chaired the city's Civilian Review Committee, praised Outlaw for volunteering her opinion, saying that previous chiefs have said little after such confrontations.

But OPB reports that Outlaw's comments have outraged some counter-protesters, even though she insisted the police bureau is fully committed to reviewing officers' use of flash-bangs and other crowd-control weapons.

Density a controversial West Coast issue

Portland is not the only West Coast city to consider relaxing single-family zoning rules to encourage the construction of more housing types — or the only one to spark controversy over it.

The Planning and Sustainability Commission currently is considering recommendations from the Residential Infill Project to rezone around 60 percent of all single-family neighborhoods to allow small multifamily projects. The idea is supported by those who favor more housing choices, but is opposed by many homeowners.

Seattle unveiled a similar Housing Affordability and Livability Agenda in 2015. After a fight, the city is moving forward with revisions that would allow smaller lots and modest multifamily homes on 6 percent of the property in that city currently zoned for single-family homes.

And now, according to the Sightline Institute, Vancouver, British Columbia, has announced its Making Room strategy to build more duplexes, rowhouses and small apartment buildings. City

officials plan to work out the details in an 18-month process, but Vancouver already is facing the same tug-of-war.

Portland Enacts New Zone to Prevent Redevelopment of Mobile Home Parks

By Steve Law

August 22, 2018

City Council easily passes sweeping rezoning for 56 mobile and manufactured home parks.

With little ado, the Portland City Council voted unanimously Wednesday to add a new zoning designation to 56 of the city's 57 mobile and manufactured home parks so that they can't be redeveloped for other uses.

The emergency ordinance, which takes effect immediately, was designed to protect what the city views as a key source of affordable housing during a time when home prices and rents — and redevelopment projects — are going through the roof.

In just the past two years, four mobile home parks have closed in Portland. For homeowners who rent space in those complexes, park closures often mean they lose their homes and can't find suitable affordable lodging.

Two more Portland parks are vulnerable to being sold for redevelopments right now, testified John Mulvey, who is active in East Portland, which is where 42 of the 56 parks are located.

"These parks can be the only homeownership option for many people," Mulvey testified before the council vote. "They are multigenerational communities where people look out for each other."

Mayor Ted Wheeler introduced the proposal to create a new "residential manufactured dwelling park" zone, with support from city commissioners Amanda Fritz and Chloe Eudaly.

"The city wants to support the long-term stability of these parks," Wheeler said.

Combined, Portland mobile and manufactured home parks provide affordable or moderate-priced housing for about 3,000 households.

"These are wonderful communities, wonderful places to live, with a real sense of belonging," Fritz said.

Living Cully, a coalition of four nonprofits active in that Northeast Portland neighborhood, has been working with residents of a string of mobile home parks along Northeast Killingsworth Street, and pushed the city to adopt the measure.

The entire public hearing and vote took less than an hour and a half late Wednesday afternoon.

Commissioner Nick Fish pushed back against those who argued the city was moving too fast, saying the issue has been two years in the making, starting with new language added to the city's Comprehensive Plan in 2016.

"This thing has been cooked for a long time," Fish said. "It has been carefully constructed."

Mike Connors, representing the state's largest mobile home park, on Hayden Island, provided the lone critical testimony Wednesday, during the public hearing before the vote.

Connors warned that the city faced many legal claims under the voter-approved Measure 49, because owners' property values could suffer when they lose the right to redevelop their properties for other uses, such as apartments.

"That's going to result in a loss of fair market value to the properties immediately," Connors said. Faced with having to pay compensation to the property owners, the city likely will void the zone change rather than shell out the money, he predicted.

But the ordinance, crafted by city planners to meet terms approved by the Planning and Sustainability Commission, included sweeteners that will add value to many of the properties, making it harder to justify Measure 49 claims.

Of the 56 affected parks, 52 will get the right to increase density of homes within them, said Tom Armstrong, the city supervising planner who helped manage the project. If the owners can't find space to add density, they can sell their density rights to apartment developers for use anywhere outside the central city.

Under the new zoning, many of the mobile home parks also will no longer be designated as "nonconforming uses" under the city zoning code, Armstrong said.

Several mobile homeowners showed up to support the ordinance.

Paul Scott, who lives at the Viking Mobile Home Park in Southeast Portland, said a new owner of the park quickly moved to raise space rents last year by 14 percent, plus 10 percent this year, and also closed the laundry facilities.

He appealed for help so that the tenants can buy the site from the owner.

A dozen parks in Oregon have been converted to co-ops owned by the residents. That gives them some security that they won't face such high rent increases.

Two more tenant buyouts are in the works, said Lisa Rogers, of the nonprofit CASA of Oregon, which helps finance those co-op efforts.

Andrée Tremoulet provided graphic evidence of what happens when a park closes. She researched the problem for a doctoral thesis at Portland State University, published in 2010. After the owner closed down the Thunderbird Mobile Club in Wilsonville sometime after 2005, about 240 households were booted.

Tremoulet found about 60 percent of them abandoned their homes because they couldn't afford the \$20,000 to \$30,000 needed to move them, or couldn't land spaces in other parks.

She testified that only 8 percent of the households managed to move their homes to other parks, while 4 percent declared bankruptcy after the closure.

Willamette Week

Portland Hip-Hop Day Co-Founder OG One Says the City's Relationship With its Hip-Hop Artists Has Gotten Better, But Is Still a Work in Progress

By Shannon Gormley

August 22, 2018

This April, the event's co-founder, Idris "StarChile" O'Ferrall, died of brain cancer. When he passed, it seemed Portland Hip-Hop Day, along with the city's music scene, was losing an essential pillar.

OG One didn't entirely intend for this year's Portland Hip-Hop Day to become as big as it did.

This April, the event's co-founder, Idris "StarChile" O'Ferrall, died of brain cancer. When he passed, it seemed Portland Hip-Hop Day, along with the city's music scene, was losing an essential pillar. A Portland native, O'Ferrall had been active in Portland hip-hop for decades. He co-founded the local showcase Mic Check, which still runs every month at the White Eagle. In 2015, he created Hip-Hop Day with OG One, who has long been the Trail Blazers' in-house DJ.

Previously held in October, this year's Hip-Hop Day will be held Aug. 26, which would have been O'Ferrall's 43rd birthday. So when OG One, whose given name is David Jackson, started putting the lineup together, he was overwhelmed with requests from artists who wanted to participate. "It just kind of blew up," Jackson says. "I'm like, we only got so much time in the day."

Last year, there were four performers. This year, there will be 30. The lineup ranges from veterans like Cool Nutz, figureheads of the current wave like Rasheed Jamal and Mic Capes, and promising new MCs like Karma Rivera and Wynne. Almost everyone involved worked with O'Ferrall in some capacity, either through past Hip-Hop Days or Mic Check.

Four years in, Portland Hip-Hop Day has become increasingly about the scene celebrating itself on its own terms. Jackson says he'll continue to book larger lineups, and starting this year, there will be an awards ceremony for the scene's unsung heroes. But the event was founded for a slightly more specific reason. "For a while, there was this sense that the city of Portland didn't want hip-hop in Portland," Jackson says.

Artists frequently claimed their shows were subject to increased police scrutiny. The debate came to a head when a show headlined by veteran rapper Illmaculate was shut down by police in 2014 in Southeast Portland. About the same time, Jackson learned from a venue owner that a police officer had warned him against booking OG One shows because, the officer alleged, Jackson brought gang members to his DJ sets. "Now, mind you, I'm the official Blazers DJ, I'm a community figure, I have no gang ties," Jackson says. "It was 100 percent not true."

Jackson was able to dispel the rumor when he got the officer's name and contacted his superior. The incident led to a realization. "What if I am able to put myself in a position where I am able to be heard?" Jackson says. "How many promoters or DJs or venue owners are out there getting these things said about them?"

Jackson and O'Ferrall began holding meetings with the fire marshal, the Oregon Liquor Control Commission, the police and the mayor's office. Eventually, they decided Portland Hip-Hop Day

was a solution. If the city of Portland wants to have hip-hop within its borders, setting aside a day to celebrate local artists seemed a good first step.

The massive scope of this year's Hip-Hop Day is in honor of O'Ferrall, but it's also a way to build on the infrastructure he helped put in place. "Here's the shoulders [newer MCs are] standing on," Jackson says. "You're trying to pursue your career, should be going to [veterans] to try and soak all the knowledge and information out of them that you can. And vice versa—being able to tell the vets in the game here's the future of Portland hip-hop. You guys should have an open door to pass on that information if they want it."

According to Jackson, the relationship between Portland and its MCs is a work in progress. "It's gotten better in some sense that now, the doors of communication are open," he says. "There's still a lot of work to do in terms of the trust."

But that's only part of the objective of Portland Hip-Hop Day.

"If nothing else," Jackson says, "this is our day."

SEE IT: Portland Hip-Hop Day is at Portland City Hall, 1221 SW 4th Ave., [facebook.com/pdxhiphopday](https://www.facebook.com/pdxhiphopday), on Sunday, Aug. 26. 2 pm. Free.

The Portland Mercury

Will a Free Shuttle on the Central Eastside Fix the Neighborhood's Parking Woes?

*By Alex Zielinski
August 22, 2018*

For the past month, a small, air-conditioned bus has spent weekdays migrating slowly up and down Southeast Water Avenue, offering free rides to oblivious customers. Since its July 9 start date, drivers pick up an average of one passenger during each of their two three-hour shifts—one during the morning commute, the other during evening rush hour. According to one driver, there have been several days in a row where the bus hasn't had a single rider.

The publicly funded Water Ave Courtesy Shuttle doesn't look like a free bus. Many on the Central Eastside assume it's private shuttle for either a wedding party or a business association. And they're not entirely wrong.

The shuttle was proposed by the Central Eastside Industrial Council (CEIC), a nonprofit chaired by a group of business owners, neighborhood association presidents, and developers who, among other things, recommend transportation programs to the city. The CEIC hopes the shuttle will cut down on vehicle emissions, discourage visitors from parking cars in their rapidly growing business district, and help people feel "safe" in a neighborhood that's home to a number of small homeless encampments.

"Who is the audience for this shuttle, and what is the problem the shuttle is trying to solve?"

But by using a private shuttle company that owns most of the parking lots near the shuttle stops, and by creating a route that passes property and businesses owned by CEIC board members, the shuttle may be as much a Central Eastside business investment as it is a solution to transportation issues.

A subsection of CEIC members have worked to improve parking issues in the Central Eastside since 2012, after neighbors pointed out a trend of commuters parking on the Eastside, then walking or busing to work downtown. Dubbed the Transportation and Parking Advisory Committee (TPAC), the group is responsible for suggesting new solutions to the area's parking programs to the Portland Bureau of Transportation (PBOT), who sends a final request to Portland City Council. These solutions—like the shuttle—are funded by a fee tacked onto the cost of a monthly permit to park in the Central Eastside. Currently, an annual parking permit costs \$300, and a whopping \$240 of that goes to TPAC projects.

“The price both discourages people from getting a permit and provides a fund for us to do some things,” says Susan Pearce, former chair of the Hosford-Abernethy Neighborhood District association and TPAC committee member.

That funding often goes toward improved street signs, discounted transit passes for employees of neighborhood businesses, bike racks, new crosswalks, and sidewalk cleanups—anything that TPAC deems will improve public transportation and discourage driving. In the 2018-2019 budget, TPAC flagged \$250,000 of its estimated \$1,744,000 budget to fund a year-long shuttle program meant to address issues raised in a recent survey of neighborhood employees, customers, business owners, and residents.

“People were concerned about walking in the dark and dreary hours,” says Pearce. “It’s an edgy part of town.”

According to TriMet spokesperson Roberta Altstadt, TriMet used to run a bus line along the shuttle route, but it was cancelled due to low ridership numbers.

“Since Line 6 and Portland Streetcar are a short distance from Water Avenue, we are not currently considering routing buses on Water Avenue,” says Altstadt.

Kate Merrill, executive director of CEIC, says the nonprofit will assess the shuttle's success before the year-long pilot program comes to an end next July. The CEIC hopes the data it collects will convince TriMet to consider restarting that retired route.

The shuttle is currently run by City Center Parking, a longtime Portland company that runs dozens of pay-to-park lots across town. The shuttle's five stops are spread out along a north-south route, which runs from the Oregon Convention Center to Southeast Powell. Each stop is located by a parking lot—suggesting that passengers will still be driving and parking in the neighborhood before boarding the shuttle. The shuttle stops do not directly align with any of the nearby public transportation routes—instead, four of its five stops are either inside or next to parking lots run by City Center Parking, meaning the company's essentially being paid to shuttle its own customers to their cars.

“It ultimately makes their parking lots more convenient for people,” says Tony Jordan, founder of Portlanders for Parking Reform. “It’s an interesting visual.”

The only shuttle stop not adjacent to a City Center lot is located in the parking lot of the Eastside Exchange Building—a building owned by Beam Development, a company run by CEIC Board President Brad Malsin. The lot is across the street from the Slate apartment building, another major Beam project.

Pearce says the shuttle will ideally connect with a parking structure that CEIC wants to see built in the Central Eastside. While the city has historically discouraged the construction of major parking structures, PBOT staff say the idea isn't entirely off the table.

“We will have to hire a consultant to look at the possibility,” says Chris Armes, who manages PBOT’s parking programs. In their last budget, TPAC put around \$125,000 toward funding a study of structured parking.

This focus on expanding parking gives transportation advocates like Jordan pause, especially since one of TPAC’s ostensible goals is to disincentivize car use.

“We should be spending money on improvements that will encourage people not to drive,” says Jordan. “Instead of buying a shuttle or saving money for a parking structure in the future, we could be giving people bus passes right now. Seems to do a lot more good if you’re really trying to improve transportation in the area.”

TPAC is putting a portion of its annual funds toward other, non-shuttle programs, like offering major discounts for annual streetcar passes, Biketown memberships, and a TriMet Hop pass with \$100 credit to people who work in the neighborhood.

The shuttle’s longevity ultimately comes down to CEIC answering two simple questions posed by Jordan: “Who is the audience for this shuttle, and what is the problem the shuttle is trying to solve?”

OPB

Will Rezoning Portland's Manufactured Home Parks Help Save Them?

*By Amelia Templeton
August 22, 2018*

On a recent weekend, community organizer Myra Torres knocked on doors at the Arbor Mobile Home Park in northeast Portland. Her kids, 5-year-old Adriel and 3-year-old Sammy, tagged along.

The Arbor, where Torres lives, has narrow streets lined with about 130 manufactured homes. Next to the homes sit tomato plants, rose bushes and neat stacks of firewood.

Torres was giving her neighbors fliers explaining a proposal to change Portland’s land use regulations and give manufactured home parks their own special zone. The proposal hit the Portland City Council this week, and made mobile home parks the latest front in the struggle over displacement and rising housing prices.

“I care because this is my stability for my children,” Torres said. “We’ve been in this Cully neighborhood for about 13 years, so this is community. This is home.”

Torres, 25, works at a nearby church and owns her trailer. She spends about \$500 a month renting the lot beneath the trailer, which has two bedrooms and two bathrooms. That’s about half what nearby apartments cost monthly.

When Torres first moved to the Arbor, she thought she and her husband would live in the park until they saved enough for a down payment and buy a conventional home.

“But the way the prices of the homes have been going crazy up, and all the apartments as well, it becomes more of a permanent thing to do, rather than for just a couple of years,” she said.

Living in a manufactured home park comes with unique opportunities — and costs. Residents often own their trailers or homes and rent the land the units sit on.

Like other homeowners, they can invest in their properties, repaint and keep pets. At the Arbor, residents have built garages, trellises and sheds. In one backyard, a duck and a small dog keep each other company.

But manufactured homes, particularly the older models, tend to depreciate. And many of the homes in Portland's parks are too fragile to move, making the residents' investments risky.

Laura Perasa, one of Torres's neighbors, estimates she's spent \$5,000 fixing up her trailer.

"If this place was closed down, there's no way we could move this house. It's old, we've added on an addition," she said. "We would lose that investment."

The managers of the Arbor say its owners have no plans to close the park, in fact, they're urging residents to sign longer leases. But with new apartments going up all over Cully, the park's residents worry their home could be the next attractive target for developers.

The city's manufactured home parks comprise about 3,000 households. That's a relatively small number, but it includes many low-income Latino families, such as the Torreses, and seniors and people with disabilities and on fixed incomes.

Those are the people Portland is struggling to figure out how to keep from getting pushed out of the city or into homelessness.

In June, Portland's planning commission recommended creating a new zoning classification specifically for manufactured home parks.

The city's manufactured home parks all lie east of the Willamette River and are clustered in East Portland. Some are on land zoned for residences, while others are non-conforming uses of land zoned for business uses.

Under the proposal, all but one of the city's existing parks would get rezoned and included in the new Manufactured Dwelling Park Zone.

In effect, that would make it harder to redevelop parks. It would require an expensive review process, a Comprehensive Plan map amendment and a City Council vote any time a developer proposed closing a mobile home park and building something else on the land.

Park owners oppose the proposal.

"Any time you have restriction, it reduces the interest in investment," said Cory Poole, a board member of the Manufactured Housing Coalition of Oregon.

Poole points out that many of the city's mobile home parks were built in the 1960s. Some have crumbling roads and failing sewer systems.

"I know first hand as a park owner that one sewer problem can cost you hundreds of thousands of dollars to fix," Poole said.

Poole said that it's rare for parks in Portland to close and get redeveloped as something else, in part because of existing state laws that protect park residents.

Portland has lost 44 mobile home spaces to park closures in the past two years. When parks do close, Poole says it's often because a manufactured home park, or the homes in it, just weren't built to last 50 years.

In 2017, the city's Bureau of Planning and Sustainability commissioned a study that looked at the potential impact of an earlier version of the proposal to create special zoning for manufactured home parks.

That study, conducted by Johnson Economics, concluded that redevelopment of manufactured housing parks to rental apartments "is unlikely in the current construction cycle."

In fact, based on that study, the greatest displacement threat the city's mobile home park residents face might not be from redevelopment — but from rising space rents.

Johnson Economics looked at a sample of 11 parks. Rents ranged from \$305 to \$665 a month. The firm concluded that the rent for mobile home park spaces is likely to grow faster than apartment rents in the coming years.

The Planning Commission has urged the Portland City Council to take steps in addition to the zone change to help stabilize the rents in manufactured housing parks.

In particular, commission members proposed giving park owners a property tax cut if they agree to maintain rents that are affordable for low-income households.

Critics of the zoning proposal also question whether parks are the best long-term land use in a growing city such as Portland.

The city's new zone for mobile home parks includes a density limit, 29 homes per acre. That's more units than many parks are allowed under their current zoning, but Cory Poole thinks it's still not enough.

Like many local economists, Poole believes the key to keeping housing affordable in Portland is allowing more density, more units and more big apartment complexes.

Poole thinks manufactured home parks could be perfect place to experiment with new types of more dense housing.

"What could these parks look like in 150 years if the city made it easier, say to put tiny homes in these parks? If the city made it possible to put multistory shipping container homes in these parks?" he said. "The more restrictions the city puts on it, the more it is going to squelch the really creative ideas that could solve these problems."

Portland's planning commission wrestled with this density question during its discussion about mobile home parks. Is it worth preserving a home park, for example, if building an apartment complex on the same land could house hundreds more people?

The zoning proposal includes a bonus, which allows for 50 percent more units on a site for parks that rent out at least half of their spaces at a price affordable for people who make 60 percent or less of the median income in Portland

In the end, the planning commission decided that parks were worth preserving, not because of the number of housing units they offer but because of the strong communities that exist in many of the developments.

Back at the Arbor, Myrra Torres says it's that community that makes her home worth fighting for.

Her parents and in-laws live in the park, too, and she says there are always friends or family around to keep an eye on her kids.

"There's times, if I'm not home in time to make it in time, when my son is coming home, I know I can call my mom and say, 'Watch out for the kids, they're coming,'" she said.

Editor's note: This article has been updated to reflect the number of households, not people, that comprise the city's manufactured home parks.

Portland Approves Protection for Mobile Home Parks

By Amelia Templeton

August 22, 2018

The Portland City Council unanimously passed a zoning change that will make it harder for mobile home park owners to close the parks and redevelop them as apartments or condos.

Park residents and low-income housing advocates have been pushing for the zoning change for more than a year, and turned out in force at Wednesday's hearing.

About 3,000 Portland households are in mobile home parks. Residents who came to testify described them as unique, tight-knight communities.

"We are the poor, the elderly, the mentally ill and the disabled," said Anthony Knoke, a self-described disabled veteran and resident of the Arbor Mobile Home Park.

"In my park, there are five families that own about half the park. Whole families. Grandmothers, mothers, daughters, brother in laws, sisters, children," he said. "They take care of their elderly, they take care of each other, they help take care of me."

Of the 57 parks in the city, most of which are found in east Portland, 56 will be rezoned and their land will be designated explicitly for Manufactured Dwelling Park use.

In effect, that means an expensive review process and a City Council vote any time a developer proposes closing a park to build something else.

"This really is an example of the city prioritizing equity, and prioritizing the interest of those people who would otherwise have the fewest options," said Cameron Herrington, with the group Living Cully.

Manufactured home park owners, meanwhile, opposed the move to rezone their parks. The owners of the city's largest park indicated they are planning a legal challenge.

"The city has exposed itself to a number of lawsuits that park owners could file under Measure 49," said Mike Conners, an attorney for Hayden Island Enterprises.

Measure 49, a property rights measure passed by voters in 2007, has been primarily used to compensate rural landowners for restrictions on development that took effect after they purchased their properties.

"Any land use regulations that restrict the residential use of property in a manner that reduces the fair market value provides a claim under measure 49," Conners said.

Hayden also said that the zoning proposal will undermine the financial viability of mobile home parks in the city and could lead to higher rents or less investment in park maintenance.

One manufactured home park was not rezoned in the ordinance the council adopted Wednesday. That park, Fox Run, sits on an industrially zoned site near the Portland airport, in an area the regional government Metro has designated as vital to the local economy.

City staff told the council that rezoning Fox Run could prompt a legal challenge under state land use laws.

Commissioner Dan Saltzman pressed staff with the Bureau of Planning and Sustainability to return to the City Council in the fall with a proposal to change the zoning on Fox Run, in spite of the obstacles.

“It’s not equitable to include everybody but one mobile home park, for academic, paper-pushing, planning type speak,” Saltzman said. “I would never be able to explain it to them.”