

## **The Portland Tribune**

### **2 People Arrested During Anti-ICE Protest at City Hall**

*By Zane Sparling*

*September 18, 2018*

**The demonstrators face trespassing charges, according to a protest spokesperson.**

Two people were arrested during a demonstration outside the Portland City Hall rotunda on Tuesday, Sept. 18, protesters say.

Video accounts posted on social media appear to show uniformed members of the Portland Police Bureau take two seated individuals into custody around 2:40 p.m. They were apparently arrested for trespassing.

Other members of the crowd shout "Who do you protect? Who do you serve?!" as the arrests occurred, according to the video.

A person associated with the protest told the Tribune that the crowd was demonstrating against Immigration and Customs Enforcement, the federal agency that deports people for allegedly unlawfully crossing the border.

"We're not leaving City Hall until Ted Wheeler and the rest of the City Council takes concrete steps to make sure that our friends, our neighbors and our families are protected from the federal government," said the spokesperson, who goes by the name Rich Jetsky.

Protesters dubbed "ICE-breakers" have mounted a round-the-clock watch outside City Hall and in several nearby parks since a rag-tag camp outside an ICE facility in Southwest Portland was cleared on the orders of Police Chief Danielle Outlaw in late July.

Jetsky said police have been using anti-homeless laws to push the new outpost from place to place and that city workers hose down the sidewalk to clear their chalk drawings and protest art.

On Tuesday, the protesters had gathered on the sidewalk outside City Hall but later moved onto the open space, Jetsky said. The chief of security for City Hall told the protesters they would have to leave the plaza, but two protesters refused and were arrested by about six or seven officers.

"The Portland Police Bureau, as usual, was basically attacking two femmes for sitting peacefully in front of City Hall," Jetsky said. "It was abhorrent."

Portland Police did not immediately respond to a request for comment.

## Willamette Week

# Some of Portland's Affordable Housing Developers Are Rebelling Against Proposed Tenant Protections

*By Rachel Monahan  
September 19, 2018*

**Commissioner Chloe Eudaly create new requirements for how landlords screen tenants' criminal and financial histories.**

This summer, City Commissioner Chloe Eudaly proposed a new rental policy few cities have ever tried. She wants to place new requirements on how landlords screen tenants' criminal and financial histories.

It's probably no surprise Eudaly's idea has drawn a powerful backlash from landlords. The landlord association Multifamily NW has blanketed the city with postcards headlined "Sex Offenders, Stalkers and Felons Could Be Your Neighbor!"—an alarmist criticism of Eudaly's proposal.

But what could doom Eudaly's reform is which landlords are opposed. A group of the city's affordable housing nonprofits are also questioning the restrictions on tenant screenings.

In a Sept. 14 letter to the city's commissioners, eight of the city's affordable housing developers, including some of the largest, expressed opposition to the current draft.

"We are very worried that this set of criteria will have a significant adverse impact on the work we do," write the affordable housing developers.

Affordable housing nonprofits build and manage publicly funded homes for low-income residents who need government subsidies to keep a roof over their head.

Because they don't have the profit margins of the private sector, and there's pressure to keep the cost of housing low, these nonprofits are alarmed about how the new policies could affect their bottom line—and impact other vulnerable tenants who can't afford to pack up and leave.

The nonprofits' central objection is the same issue that alarms private-sector landlords: limiting criminal history checks.

"The criminal history standards are too permissive," the letter states. "Our primary concern is for the safety of other tenants and existing communities. We are mission-based and work to help people overcome barriers to housing, including people with extensive criminal backgrounds. However, the proposed policy removes thresholds for certain convictions that could negatively impact existing vulnerable residents."

Eudaly was elected in part by pledging to create policies to help tenants live more securely.

With Mayor Ted Wheeler's support, she quickly passed a policy requiring landlords to pay moving costs in most cases when they evict a tenant without cause or increase rents by more than 10 percent.

Her next priority: regulating how landlords allow tenants into apartments as closely as how they push them out.

Since taking office, Eudaly has been working on a way to regulate how much landlords can charge for security deposits and how closely they can screen the criminal history of applicants.

The proposed security deposit policy limits such deposits to half a month's rent in some cases. That proposal is opposed by landlords, but they don't hate it as much as the limit on screening criteria.

That part of the policy mandates that landlords can't automatically reject tenants for certain crimes.

Landlords would have to justify rejecting applicants convicted of misdemeanors or felonies that involved sentences of three years or less, so long as the convictions are more than three years old.

Landlords would also be required to take the first qualified applicant and offer applicants a specific business reason for rejections.

The nonprofit landlords are quick to point out they are not making common cause with Multifamily NW's scare tactics. "We don't share the same sort of viewpoint as communicated through that postcard," says Daniel Valliere, executive director of Reach Community Development Inc., one of the nonprofits who objected to the policy.

But the nonprofits' opposition could kill the proposal. Eudaly has delayed a City Council vote on it from September to October. And the outcry from nonprofits could cost her a pivotal vote on the council: Commissioner Nick Fish. Fish has long been closely aligned with affordable housing developers.

"He's been clear that the feedback from affordable housing providers is going to be really key in helping him evaluate the proposal," says Sonia Schmanski, Fish's chief of staff. "They share our goal of giving more people more access to places to live, which is why their feedback is especially meaningful."

Eudaly says she's listening to the nonprofits' objections.

"We are absolutely open to this conversation, but we need a policy that's based on data not on widely held myth or emotional reactions to certain types of crimes," says Eudaly. "We need to take a closer look at our criminal history standards and be able to demonstrate our policies are based on fact and not fear."

Her office has scheduled a meeting for next week with affordable housing developers.

Tenant groups working in support of the policy say the feedback from affordable housing developers will help make the policy better, not derail it.

"Groundbreaking policy like this will require innovation and refinement, and that is why we are glad housing providers are weighing in," says Katrina Holland, executive director of the Community Alliance of Tenants. "Members consistently tell us they are being denied housing based on the subjective screening criteria and excessive security deposits allowed under current law. The policy under development is necessary to stop discrimination."

# The Daily Journal of Commerce

## The Wonderful World of Woonerfs

*By Chuck Slothower*

*September 18, 2018*

If only Portland urban planners and developers could latch onto a concept that would further deter drivers while providing ample space for pedestrians and bicyclists to move through the city.

If only Seattle could have done it first, repeatedly and well.

If only it could originate in the Netherlands, lending the concept a sheen of Dutch good-government cool and a funny name.

Enter the woonerf.

At some point this year, Portland urbanists began talking about woonerfs – a shared-street concept popular in the Netherlands. They've hardly stopped since.

The word, pronounced “voo-nerf,” has injected itself into plans for two major developments. The concept is unfamiliar enough that planners and designers still say it with uncertainty. Woonerf, pronounced with an American accent, sticks out like a stroopwafel at a donut shop.

Woonerfs slow vehicle drivers and provide room for bicyclists, pedestrians and even riders of Portland's proliferating fleets of scooters. Woonerfs, typically narrow streets with park-like amenities, tend to activate adjacent spaces; ideal placement would be beside food markets or other high-traffic retail spaces, or open spaces.

“It's really a roadway that shifts the priority off the use of that space for cars or vehicles to pedestrians and bicyclists,” said Jake Woland, a woonerf designer with HEWITT Architects in Seattle. “So cars are allowed on the woonerf, but (drivers) are meant to understand that they're subordinate in that space and it's for pedestrians and bicyclists.”

Woonerfs align with many of Portland's stated goals, from cutting carbon emissions to reducing the number of drivers commuting into the central city. Woonerfs also are a piece of Portland's efforts to make itself less car-centric.

The Portland Design Commission has been ground zero for the woonerf discussions. So far, two woonerfs are on the drawing boards in Portland.

Seattle developer Security Properties plans to build a woonerf at the Pepsi Blocks redevelopment along Sandy Boulevard. The woonerf would cut through the four-block site, continuing Pacific Street westbound with a slow-speed, one-way route. It would run adjacent to an open lawn. The large, flexible lawn could “spill into” the woonerf, with the goal of activating both spaces, Dorothy Faris, a landscape architect with Mithun of Seattle, told the Design Commission.

The woonerf would form the circulatory system for the 4.7-acre site, which is expected to have five buildings, beginning with two multifamily structures totaling 335 units and 28,500 square feet of retail space.

The second woonerf planned in Portland would be built downtown on Southwest Ninth Avenue between Washington and Alder streets. Part of the city's Green Loop, the woonerf would run past the proposed 35-story Block 216 mixed-use tower and the newly renovated Woodlark Hotel.

The Block 216 project includes a planned food hall that would open onto the woonerf along Ninth Avenue, replacing existing food carts. The development team is led by Walt Bowen of BPM Real Estate Group.

The onset of the woonerf era has developers and city planners scrambling to figure out how to adapt the concept to local streets and regulations.

Woonerfs can be closed to auto traffic for festivals and other special events. But typically, they are open to auto traffic. Curves and narrow lanes provide visual cues that discourage drivers from entering.

“We do that for a couple of reasons – so that any cars on the cross streets get the sense that at the very least they need to slow down, but if they have another option that feels more direct, they need to take that,” Woland said.

Don Vallaster, a member of the Design Commission, indicated he would support keeping the Pepsi Blocks woonerf open to auto traffic.

“I don’t think you want to get rid of cars on the woonerf,” he said during the Sept. 6 meeting. “I think that’s part of the urban context also.”

So far, the woonerf concept has attracted enthusiastic support from city planners, developers and advocates of non-motorized transportation.

“They are a really good way to go where there’s a low volume of auto traffic and high volumes of other users,” said Jillian Detwiler, executive director of The Street Trust, a nonprofit group that advocates for bicyclists and other nonmotorized road users. “It makes for a very flexible space for people.”

Plantings, seating areas and low curbs are commonly used to provide a welcoming atmosphere for pedestrians.

“It really becomes a place for congregation as well for people on the street,” said Lori Mason Curran, spokeswoman for Vulcan Real Estate, a Seattle developer that is building two woonerfs.

One of Vulcan’s woonerf projects is for Facebook in the South Lake Union neighborhood. The woonerf will be on Eighth Avenue North between Thomas and Harrison streets.

“It is a street, so there will be cars, but they won’t be able to go very fast,” Curran said.

The woonerf will be pinched by twin buildings with 390,000 square feet of office space and ground-floor retail space amid a canopy of mature sweetgum trees.

Google will also have a woonerf in Seattle between two office buildings at Block 31, located at 625 Boren Ave. N. in Seattle. The through-block woonerf will connect Terry Avenue North and Boren Avenue North.

Tech clients are supporting the woonerf concept, Curran said.

“It is a design feature that Vulcan is very keen on,” she said. “As we sit down with these tenants on build-to-suit projects, it doesn’t take any time to get clients on board and to see the benefits for them and their employees.”

Another Seattle woonerf is Bell Street Park, which opened in 2014 in the Belltown neighborhood. Bell Street Park is an example of taking a street from cars and creating a park-like public space, Woland said.

“Where real estate is really expensive, the city always owns the roadway, and you may find a place where a woonerf is appropriate,” he said.

Seattle University also has a small woonerf situated between ballfields.

Pike Place, along the world-famous market, has one-way traffic over cobblestones, with cars proceeding at a crawl as pedestrians freely stroll in the street. The historic thoroughfare has all the characteristics of a woonerf, Woland said.

Meanwhile, Portland, ever sensitive to preserving its reputation as a leading city for urban planning, is sending a delegation of transportation officials to Seattle to learn more.

So as the trend catches on, is Portland about to become a series of intersecting woonerfs? Not likely.

Wide streets, for one, do not make appropriate woonerfs, experts said. A Portland street such as Broadway or Burnside is unlikely to ever go Dutch.

The other major stumbling block is that the infrastructure of American cities was not built with woonerfs in mind. Streets are designed so buses and fire trucks, with their wide turning radiuses, are able to enter them.

Designers must also be mindful of the maze of utilities that lies underground.

“The other challenge that we had pretty consistently is utilities are installed in roadbeds early in a city’s life and they have a rigorous logic that expects a rectilinear road grid,” Woland said. “If there’s a water main problem, the utility has to be able to get to that water main no matter what.”

Portland planners are working through the issues. The Design Commission devoted an entire meeting to the proposed Green Loop woonerf adjacent to Block 216. Then at another Design Commission meeting on Sept. 6, the Pepsi Blocks woonerf was discussed in passing. Some planners were hoping for more.

Kurt Krueger, development review manager for the Bureau of Transportation, left the hearing table as commissioners moved onto other topics.

“I was more interested in the woonerf,” Krueger said as he decamped.