

## **The Oregonian**

### **Portland Awards Grants to African American-Owned Cannabis Companies**

*By Gordon Friedman  
January 20, 2019*

In a bid to aid companies owned by people unduly harmed by past hyper-criminalization of marijuana use, Portland has awarded two grants to African American-owned cannabis businesses, the city announced Monday.

By doing so Portland becomes the first municipality to invest cannabis tax revenues into “communities disproportionately harmed by cannabis criminalization,” according to Prosper Portland, the city economic development agency.

The \$30,000 grants will go to Green Box, a subscription-based marijuana delivery service, and Green Hop, a cannabis retailer with an apprenticeship program for young African Americans.

African American entrepreneurs have historically struggled to secure the capital needed to jumpstart their businesses. The grants intend to help bridge what the city called the “racially divided capital gap.”

“As a 100 percent bootstrapped company, limited funding has inhibited our growth,” said Adrian Wayman, the founder and chief executive of Green Box. The \$30,000 grant will enable his company “to leap forward,” he said.

## **The Portland Tribune**

### **City Hall Update: Supportive Housing Pilot Projects Approved**

*By Jim Redden  
January 22, 2019*

#### **Plus, Eastbank Esplanade to close for repairs and development permits move online**

Seventy-eight units of supportive housing will be created in two new affordable housing projects through a \$12 million pilot program funded by Portland, Multnomah County and the state of Oregon. Ongoing services will cost around \$350,000 per year.

Supportive housing combines affordable units with mental health and other services to help keep the chronically homeless permanently housed. Forty of the units will be in the Division Street Apartments, proposed by Central City Concern and Related Northwest, and 38 of the units will be in Findley Commons, proposed by Do Good Multnomah, HomeFirst Development and St. Marks Lutheran Church. Twenty more conventional affordable units also will be built in the two projects, for a total of 98 units.

#### **Eastbank Esplanade to close for repairs**

The Eastbank Esplanade between the Steel Bridge and the Hawthorne Bridge will be closed for repairs between Feb. 1 and April 1.

The Portland Bureau of Transportation will open the protected Better Naito bike and pedestrian path on the west side of Gov. Tom McCall Waterfront Park between the two bridges on Monday, Jan. 28.

Esplanade repairs will include replacing degraded surfaces and amenities, installing new and improved lights, removing graffiti and trash, power-washing hard surfaces and repairing irrigation, removing dead trees and invasive plant species, planting native plants, and restoring art installations.

The work will be done by Portland Parks & Recreation, PBOT, the Bureau of Environmental Services, and the Regional Arts and Culture Council.

### **Development permits move online**

At his Jan. 17 news conference, Mayor Ted Wheeler announced that the online permit application system now is operational at the Bureau of Development Services.

Wheeler said 12 permits are being processed by the online system, which is intended to replace the slow method of physically carrying paper applications between the various city bureaus needed to approve development projects.

According to Wheeler, Development Services also is accepting electronic payments for permit applications instead of just checks, which had been required in the past.

## **Willamette Week**

### **Portland Mayor Ted Wheeler Supports the Landmark Bill That Could End Single-Family Zoning in Oregon Cities**

*By Rachel Monahan*

*January 21, 2019*

**In his monthly press conference, Wheeler outlined his views of legislation that will be debated in Salem this session.**

At his monthly press conference last week, Portland Mayor Ted Wheeler said he favors a controversial bill that would end single-family zoning in Oregon cities.

That bill and others are part of the Democratic legislative agenda in Salem this year.

Wheeler also offered more measured support for the tenant protections and rent control that the governor and the leadership of both houses of the legislature have said they favor.

And he expressed careful criticism of the bill that would overturn a way to finance a Portland baseball stadium with baseball salaries—a bill that could place roadblocks in front of an organized effort to recruit a team to Portland.

As WW reported in December, House Speaker Tina Kotek is working to expand the supply of land for building housing by opening up single-family neighborhoods to very small apartment buildings. That bill, House Bill 2001, would be the first of its kind nationally.

Wheeler stated his continued support for a related, proposed change at the city level, called residential infill, which is expected to come to City Council this year. That change would allow up to four units on lots in single family neighborhoods, "creating a diversity of options," says Wheeler.

The mayor added he supports the statewide bill as well.

"The city of Portland is moving in that direction anyway," says Mayor Ted Wheeler. "As a state it's appropriate for us to look at the cost of housing. The West Coast is going to continue to be a destination, both nationally and globally, and we need to plan now for that future."

On tenant protections, Wheeler said he's "encouraged by the fact there appears to be a broad coalition forming around" Senate Bill 608, which would cap rent at 7 percent plus inflation and end no-cause evictions after the first year of a tenancy.

"There seems to be a consensus forming around renter protections, including just-cause eviction—which I have supported for a long time," said Wheeler. "There seems to be a consensus forming around restricting the growth of rental rates, which is consistent with the 'relo' ordinance we passed here at city hall"—a reference to the relocation ordinance requiring landlords to pay moving costs for tenants that are given a no-cause notice or a rent increase over 9.9 percent.

His sole reservation: The legislative process might be expected to change the bill over the course of the session.

On the other hand, Wheeler called Senate Majority Leader Ginny Burdick (D-Portland)'s bill on baseball, SB 607, which would eliminate the possibility of financing a stadium with ballplayer's salaries' "curious."

"I don't know all the machinations of what's going on with the budget at the state level and what's going on behind the scenes," Wheeler said. "But just as a casual observer, it struck me as a curious position to take."

## **Portland Awards \$60,000 In First Equity Grants For Two Local Black-Owned Cannabis Businesses**

*By Katie Shepherd  
January 21, 2019*

**"It's an unbelievable opportunity."**

Two local black-owned cannabis businesses, Green Box and Green Hop, each received a \$30,000 grant today to expand their companies from a fund established by Portland to promote equity in the marijuana industry.

The city set aside \$150,000 from cannabis tax revenues to reinvest in minority-owned weed businesses. Green Box and Green Hop are the first two companies to benefit from the grant, which is administered by a non-profit called the NuLeaf Project.

"As a 100 percent bootstrapped company, limited funding has inhibited our growth," says Green Box CEO Adrian Wayman. "The NuLeaf Project grant enables us to leap forward. It's an unbelievable opportunity."

Green Box is a cannabis delivery and subscription service that has been bringing weed to people's doors in Portland for two years. Green Hop is a North Portland dispensary that opened last year and runs an apprentice program for black budtenders who hope to open their own businesses.

Portland established the grants in order to provide investment capital to cannabis businesses owned by people from the communities disproportionately impacted by the criminalization of cannabis.

## **Transportation Bureau Asks Portlanders to Take Online Survey Before E-Scooters Return**

*By Elise Herron  
January 18, 2019*

**Answers to the 15-question quiz will help inform this spring's second trial program.**

In preparation for the city's second, year-long e-scooter pilot program, the Portland Bureau of Transportation is asking people to take an online survey to share their opinions about the new form of transit.

Starting today, through Feb. 15, Portlanders can answer 15 questions about the future of e-scooters they would like to see in the city.

Answers provided will help inform the city on how to approach this spring's second trial program.

"The open house gives Portlanders the chance to submit their ideas about how the bureau can address some of the significant challenges related to scooter use," a statement from PBOT reads, "including sidewalk riding, improper parking and securing access to this new technology for all Portlanders."

The survey comes three days after PBOT's release of its 2018 e-scooter report, which shows that, despite a number of complaints, the inaugural pilot program experiment was a success.

The agency has not yet announced when scooters will return to Portland.

## **The Daily Journal of Commerce**

### **Potential Skyline Change Discomforts Neighborhood**

*By Chuck Slothower  
January 18, 2019*

An unremarkable quarter-block surface parking lot in Portland's Pearl District seems an unlikely place for a project proposal to cause a neighborhood controversy.

Yet it has. A group, the Pearl Neighbors for Integrity in Design, has formed to fight plans by Seattle developer Vibrant Cities to build a 23-story Hyatt Place hotel and residential tower at Northwest 12th Avenue and Flanders Street.

At a recent Portland Design Commission meeting, neighbors paraded around the hearings room with hand-painted pictures of a maple tree at the site they want to preserve. One resident, Patricia Cliff, who started the opposition group, called the project "vertical sprawl."

The Hyatt Place project is the first Pearl District proposal to enter the city's design hearings process under the Central City 2035 zoning rules that raised height limits. The zoning changes

enacted by the City Council in June 2018 raised the height limit at the property, including bonuses, from 175 feet to 250 feet.

The 250-foot-tall proposal offers a glimpse of the Pearl District's future under the new zoning rules. It's part of a broad policy choice, backed by Mayor Ted Wheeler and other city leaders, planners and urbanists, to encourage dense development in Portland's urban core.

"Compared to a lot of American cities, we're not that tall and that dense," said Troy Doss, Central City planner for the Portland Bureau of Planning and Sustainability. "For us to achieve our employment goals and our density goals for the Central City, we need to get the most out of the land."

It's not going over well in the Pearl.

"It's a monstrous building," said Cliff, a real-estate consultant and neighborhood preservationist.

Cliff painted the project as an attempt to maximize private profits at the expense of the neighborhood's character.

"If all of these carpetbagger out-of-town developer people buy something and air rights, then you've got 23-story buildings all over the south Pearl," she said.

Cliff objects to the proposed dual uses – hotel and residential – and lack of parking. She would not object to a smaller tower of about 12 stories, she said.

The higher height limits allows the Hyatt Place building to include approximately 110 residential units, including a to-be-determined number of rent-restricted inclusionary housing units, said Brian Fleener, vice president and director of architecture at Otak Inc., the Portland firm designing the building. When first proposed, the building had only 12 stories, all dedicated to the hotel.

Opposition to the Hyatt Place project follows the 2018 fight over the Fremont Apartments, a 17-story tower that survived an appeal by the Pearl District Neighborhood Association. It's unlikely to appeal the Hyatt Place project if approved by the Design Commission, said Stan Penkin, the group's president.

"The building, as far as the height goes, meets code," he said.

Unlike the Pearl District Neighborhood Association, the Pearl Neighbors for Integrity in Design is not a city-recognized neighborhood group and cannot appeal Design Commission approval to the City Council.

The neighborhood association opposed the Fremont Apartments design because of the building's proximity to the Willamette River and a pedestrian greenway, and its position blocking bridge views, Penkin said.

Penkin, who like Cliff came to Portland from New York, said he does not object to tall buildings in the right locations. Resistance to the changing skyline in the Pearl District is not a case of not-in-my-backyard, or NIMBY, politics, he said.

"Being a neighborhood person and a city person, I'm concerned about the larger context," he said. "It's easy to call somebody a NIMBY. But I also think there's nothing wrong with not wanting the character of your neighborhood changed. If that makes you a NIMBY, fine."

The Hyatt Place proposal could proceed next to a formal design review hearing, or Vibrant Cities could opt for another advice meeting. The developer did not return messages seeking comment.

The building would stand near several residential high-rises, including The Casey, The Louisa and The Henry. Those buildings are all nearly 175 feet tall. There are even taller buildings at the Pearl District's northern edge, including NV and the Cosmopolitan.

Demand to live in Portland's urban core is strong, amid a long economic expansion, healthy job creation and in-migration. At the same time, Oregon's system of urban growth boundaries contributes to a need to accommodate building within them.

Downtown Portland seems to be seeping into both the Pearl District and Goose Hollow – both neighborhoods adjacent to downtown that have seen an explosion of growth.

“We're an extension of downtown,” Penkin said.

Goose Hollow's neighborhood group did not object to a 21-story residential tower that received Design Commission approval in November.

The Pearl District is undergoing a natural progression from the initial residential wave of rehabilitated two-story warehouses, to a generation of mid-rise condo towers, to today's high-rises, said Joe Cortright, an economist and writer on urban growth.

“There's clearly demand for it,” he said. “From an economic perspective, there's a really strong desire that people have for great urban environments. The Pearl District in particular is a very desirable place to live, and more people want to live there than we have housing for. As a practical matter, the only way to provide more housing there is to build up.”

## **Supportive Housing Projects in the Works**

*By Josh Kulla  
January 18, 2019*

The Portland Housing Bureau, Multnomah County's Mental Health and Addiction Services Division and Oregon Housing and Community Services are financially supporting a pair of projects that combine new housing with mental health services in an effort to fight chronic homelessness.

Together, the three agencies plan to invest more than \$12 million to provide 98 new housing units and space for social services.

“The benefits of permanent supportive housing are well documented, and this is a proven strategy we will implement statewide,” Oregon Housing and Community Services Director Margaret Salazar stated in a press release.

The Division Street Apartments project is being developed by Central City Concern and Related Northwest, and designed by Ankrom Moisan Architects. The development will be built on a 1.08-acre parcel, currently vacant, at 11332 S.E. Division St., in the Powellhurst-Gilbert neighborhood. Plans call for 40 Single-Room Occupancy (SRO) units averaging 204 square feet, including a bathroom, as well as 20 studio apartments. Rent will be \$500 per month for all 60 units, 40 of which are intended for homeless individuals with identified mental health issues.

The Findley Commons project is being developed by Do Good Multnomah and HomeFirst Development to serve veterans. It will be built on part of an existing parking lot at St. Mark's Lutheran Church, at 5415 S.E. Powell Blvd. Plans call for 18 SRO units and 20 one-bedroom apartments. The SRO units will rent for \$350 per month. Also, 20 Veterans Affairs Supportive

Housing (VASH) vouchers will be leveraged to support the one-bedroom units, which are intended for veterans earning no more than 50 percent of the Area Median Income (AMI).

The Portland Housing Bureau last summer issued a Notice of Funding Availability and called for cost-effective proposals to create new supportive housing for homeless individuals experiencing mental illness. These two projects, according to the bureau, are the first in which capital funding to build affordable housing has been bundled with funding to provide services for vulnerable residents.

## OPB

### Artist Strives To Save Portland's Historic Mayo House

*By Amelia Templeton*

*January 17, 2019*

**An African-American artist has stepped up to save a historic home in Northeast Portland because of his family's own struggles with gentrification.**

Sacramento is a sleepy side street in Northeast Portland's Eliot neighborhood. But this week, one block was the noisy exception.

Crews were cutting down trees and clearing a path. In a few days, the house in the middle of the trees will be jacked up, put on a trailer and moved.

The home is named after its original owner, an Austrian immigrant named Martin Mayo who built it in 1895. It's in the Queen Anne style and looks like a gingerbread cottage come to life.

But a fairy tale ending wasn't always assured. Developers own the lot and plan to build 10 new townhouses here. Last year, they notified the city they were planning to tear down the Mayo house, and they got city approval for the razing.

So the city's planning and historic preservation team started looking for someone who might be willing to take the house if it could be moved.

"I thought, 'I could save the house,'" said Cleo Davis, an artist who lives just a few doors down.

The Mayo house appealed to him because demolition and lost opportunities are a big part of his family's story — and part of the African-American experience in this part of Portland.

"I thought saving this house could bring light to the whole situation," he said. "And we could have conversations like we're having right now."

The conversation he wants to have is about another building, one his family lost.

Back in the 1980s, Davis' grandmother bought a historic apartment building on this same street from another black family that hadn't been able to afford the upkeep. The woman known as "Mamma Julia" imagined the apartment would provide for her children and grandchildren.

"The idea was to fix it up, turn it into a rental property," Cleo Davis said.

The apartment had seven rental units. It also had broken windows and a cracked foundation, and it had been condemned in the city's so-called fight against blight in Northeast Portland.

Mamma Julia saw it as good investment. Her sons were builders and engineers, and she could pay for the repairs the building needed. But she needed permits from the city. City officials wouldn't give them to her.

"My grandmother fought it ... for two years," Davis said. "She went to city council, and city council struck it down."

The apartment was demolished. The Davis family kept the land, lived in a small one bedroom house on the back of the lot. They hung on, barely, as more and more black families were pushed out of the neighborhood.

In a bitter irony, years after the apartment was demolished, it was recognized by the city as a key historic building for Portland's black community.

"We know that building that came down wasn't just architecturally significant, but it also told a part of the black story here in Portland," said Brandon Spencer-Hartle, the city's historic resources program manager.

And all this brings us back to the Mayo house. The Davis family has offered to let a team of historic preservationists move it to the lot where their apartment once stood. Davis plans to renovate the house — which has already been moved twice as Northeast Portland changed — and open it to the public.

"I plan on opening an archive," he said. "I'm calling it the 'art-chive.'"

He envisions a place where historians, artists and members of the black community can preserve and create culture.

There's one final twist to this story. For the Davis family, this plan to move the Mayo house meant going back in front of the Portland City Council this week. Among other things, they needed city leaders to waive \$40,000 in fees to make the relocation pencil out.

City staff have been pushing hard to make the move work. But before the vote, Davis's dad, Cleo Davis Senior, told city commissioners that he wasn't sure if he could trust them. He said his mother was a woman of faith, but he only believes in luck.

"So if you pass this, you know what I'm going to do to?" he said. "I'm going to go to my momma's grave. And I'm going to tell my momma that she was right."

The council voted unanimously to approve the deal. The historic Mayo house is set to move to its new home January 27.