

## **The Oregonian**

# **Southeast Portland's Foster Road 'diet,' is complete, city and neighborhood hope area becomes destination**

*By Andrew Theen  
June 13, 2019*

After nearly a decade faced with a month-to-month lease on Portland's busy Southeast Foster Road, Matthew Micetic sought stability. So, he's moving his business.

But Micetic, owner of Red Castle Games isn't leaving Foster, the diagonal thoroughfare that carves through Southeast neighborhoods between Lents and Powell Boulevard. He's doubling down.

Micetic said he's poised to sign a long-term lease in a separate building eight blocks east of his current shop, a deal he says could keep him in the neighborhood for at least a decade, and potentially up to 24 years. He also bought property on Foster.

All of the moves represent confidence in Foster's long-term development. Micetic likes the changes he is seeing all around him.

"I think this is really good for my business," Micetic said Thursday.

By this, Micetic means the city's long-awaited \$9 million project to eliminate a travel lane in each direction, add bike lanes along a 40-block stretch, upgrade traffic signals, install six new mid-block pedestrian crossings and flashing beacons and plant nearly 200 trees in the sunbaked area.

Transportation officials, local business owners and neighborhood representatives gathered Thursday at the Portland Mercado to celebrate the end to a project that started in earnest six years ago but came after at least four years of community members clamoring for changes.

"I know it's been a long time coming," Commissioner Chloe Eudaly, who oversees the transportation department, said at a press conference to commemorate the occasion. "I hope it was worth the wait. It looks like it, it's beautiful."

Foster is one of the city's designated most dangerous streets, a high-crash corridor that sees a higher number of crashes than other streets. According to the most recent traffic counts, just east of SE 69th Avenue, Foster saw an average of 8,663 cars and trucks headed westbound each day and 9,039 traveling eastbound.

It's also a part of town that's seen dozens of new businesses pop up in the past few years, and city-backed urban renewal projects fueling a building boom in the Lents Town Center near Interstate 205.

Chris Warner, Portland's transportation director, said the city's mission is to help Portlanders get around safely, easily and sustainably. He said the Foster project does all three.

Many of the changes are designed to make Foster safer.

### **About the Project**

Cost: \$9 million, paid for by the voter approved 2016 gas tax, urban renewal funds, fees charged to developers for transportation projects and a federal grant.

Details: Aside from the 40 blocks of bike lanes, the project also adds a center turning lane throughout that area. A section of the project area between SE 83rd and 90th Avenues also sees new wider sidewalks. ADA curb ramps were upgraded at 69 locations.

According to the city's Vision Zero map, five pedestrians died between 2007 and 2016 on the stretch of Foster between Powell and 92nd Avenue, and at least 24 more were injured. Seventeen motorists were seriously injured during that period. Thirty-four cyclists were injuring on that stretch as well.

Micetic knows the driving dangers all too well. In 2015, a driver slammed a car into his storefront, smashing the building and making news headlines citywide.

When the street project was first announced, Warner was chief of staff to then-transportation Commissioner Steve Novick. They said the project was overwhelmingly backed by locals, aside from a few businesses that worried about the loss of the travel lanes. Additional frustration came from commuters who drive in from east Portland and elsewhere and use the street to cut through.

But Portland tried to work with the businesses along Foster to make changes palatable. They kept on-street parking. They tweaked the project.

Micetic said the majority of businesses he talked to support the changes, though some viewed the lack of two travel lanes as a negative, equating the vehicle traffic to business dollars.

"It's not going to work for everyone," he said.

But Micetic doesn't think that dynamic is true anymore, and he added foot traffic or bike traffic will help local businesses like his that cater to families.

At the news conference, Allen Rowand, president of the Foster Area Business Association, said he viewed the changes as another part of the street's "evolution" toward becoming "a destination than a throughway."

The street already has some notable destinations, like the city and Hacienda Community Development Corporation-backed Portland Mercado.

Shea Flaherty Betin, the Mercado's director, said the food cart hub, and Latino public market and business incubator were already bringing community together on the busy street.

"I'm excited to see more families biking to our massive festivals and events, or to see more folks walking on our new sidewalks to grab an empanada, or some coffee, or a sangria in the evening," he said.

## **Commissioner Jo Ann Hardesty appoints Portland's first African American fire chief**

*By Gordon Friedman*

*June 13, 2019*

Commissioner Jo Ann Hardesty has appointed Sara Boone as Portland's fire chief, bringing Boone full circle from becoming the city's first African American woman firefighter in 1995 to its first African American chief.

Boone was selected because she impressed an interview panel with "her commitment to community, her technical knowledge, her passion for the fire service and her leadership style,"

said Hardesty, the Fire Bureau commissioner, who in January became Portland's first female African American city councilor.

Hardesty said she is confident Boone "will make sure our city is safe and cared for under her watch."

"I am deeply honored to be the next fire chief of Portland Fire & Rescue, a bureau I hold in high esteem because of the men and women who serve with honor, integrity, and sacrifice." Boone said in a statement. "My mission has always been caring for the city where I was raised. I am committed to ensuring that our responsiveness and our professionalism live up to the highest ideals of service, integrity, and equity."

Boone was raised in Northeast Portland and attended Lincoln High School where she excelled in track and field, according to a biography provided by Hardesty's office. She went to Boise State University on an athletics scholarship, graduated with an education degree and began exploring a teaching career when she met a fire inspector who encouraged her to consider firefighting.

Boone joined Portland Fire & Rescue more than 24 years ago as an entry-level firefighter and rose through the ranks to become the division chief leading medical services and training before being appointed chief.

## **The Portland Tribune**

### **Boone makes history as city's new fire chief**

*By Jim Redden*

*June 13, 2019*

**Portland Fire & Rescue division chief will be the first African-American woman to hold the top office in the bureau's history.**

City Commissioner Jo Ann Hardesty has appointed Portland Fire & Rescue Division Chief Sara Boone as the new fire chief.

Boone has been with the fire bureau for 24 years. In 1995, she became the first African-American woman firefighter in department history. She will become the first African-American fire chief in the history of the city.

Boone has spent the majority of her career in emergency operations before transitioning into assignments as the bureau's safety chief, logistics deputy chief, and the division chief of medical services and training. Her appointment was announced Thursday, June 13.

Hardesty had planned a national search for the next chief after Mike Myers resigned the day after she was assigned the bureau. But Hardesty said that after receiving feedback from the members of the bureau and meeting department personnel, she decided to start with an internal search. "It was clear that there were many talented leaders within Portland Fire & Rescue already and I wanted to put my focus there," Hardesty said.

"Chief Boone impressed our interview panels with her commitment to community, her technical knowledge, her passion for the fire service, and her leadership style. Chief Boone is well-respected throughout the bureau and we have a great collaborative relationship. I know that she has the vision and experience to lead the bureau as it takes on new challenges. I am confident that she will make sure our city is safe and cared for under her watch."

Boone said she was "deeply honored" to be the new fire chief. "I hold in high esteem because of the men and women who serve with honor, integrity, and sacrifice," she said after the appointment. "My mission has always been caring for the city where I was raised. I am committed to ensuring that our responsiveness and our professionalism live up to the highest ideals of service, integrity, and equity."

Boone grew up in Northeast Portland and still lives in the city. She attended Lincoln High School and excelled as an athlete, earning all-state and all-American honors in track and field. She earned an athletic scholarship to Boise State University, where she graduated with a bachelor of science degree in secondary education. While completing her student teaching at Marshall High School, she had a chance encounter with a fire inspector who encouraged her to test for Portland Fire & Rescue's first firefighter apprenticeship program.

Boone and Interim Fire Chief Ryan Gillespie will work on a transition plan. A swearing in ceremony for Chief Boone is planned for the beginning of August.

Hardesty hired Myers to head the Bureau of Emergency Management in April. He had worked in emergency management in the Oregon Coast since resigning in January.

## **Sources: Concern grows over Clean Energy Fund Tax**

*By Jim Redden  
June 13, 2019*

### **Plus, criminal justice reform could dominate DA race and study says Portland good city for commuting**

Questions about the voter-approved tax to finance the Portland Clean Energy Fund are continuing to increase within City Hall.

Emails obtained by the Portland Tribune suggest the 1% tax on local retail sales may apply to even more purchases than most residents realize, including garbage service, retirement accounts and construction projects to help the mentally ill and homeless.

Portland voters created the fund by overwhelmingly approving Measure 26-201 at the November 2018 general election. Campaign organizers said the tax would apply only to sales by a limited number of very large retailers. But a May 30 opinion by the City Attorney's Office said the measure actually defined "retail sales" very broadly, and the City Council will have to amend it to create exemptions.

All of the discussions involving council members and city staff so far have been behind the scenes. No work session has yet been scheduled to discuss the issue. Supporters have not yet publicly conceded there is even a problem that needs to be addressed.

WinCo stores in Portland already have added a charge to their receipts to cover the tax, however.

### **Criminal justice reform could dominate DA race**

Criminal justice reform advocates have their best chance ever to elect a like-minded district attorney in Multnomah County.

Current D.A. Rod Underhill announced last week that he will not run for reelection in 2020. Underhill has worked in the D.A.'s office for 30 years and was heavily favored to win the election to succeed former DA Mike Schruck, who retired in 2012 after 31 years in the position.

The ACLU and other progressive advocacy groups have been working to elect reformers across the country, notching wins in places like Chicago, Philadelphia and St. Louis. Such an effort fizzled in Washington County in 2018, however, when fundraising questions overshadowed lawyer Max Wall's campaign and Chief Deputy DA Kevin Barton was elected.

### **Study says Portland good city for commuting**

Local smart growth advocates won't like to hear this, but a recent study says it makes financial sense to live outside Portland in the metropolitan region.

The SmartAsset study compared housing costs, home value changes and commute times in metropolitan regions across the county. It ranked the Portland-Vancouver-Hillsboro region as the ninth best for living outside the primary city, which is Portland.

According to the study, median housing costs are \$192 per month less and home values are increasing 0.79% faster outside Portland. The study also found that average commute times are only seven minutes longer for those who do not live in the city.

SmartAsset is an online financial technology company. The study is titled "Places Where It Pays Off to Commute in 2019."

## **MAX project would transform SW Corridor**

*By Jim Redden  
June 12, 2019*

### **Media tour reveals radical changes being planned between Portland and Tualatin for new light rail project**

The character of the Southwest Corridor will be radically changed by the 12-mile MAX line being planned between Portland and Tualatin.

Among other things, the project will include bridges to carry the light rail trains over local streets and Highway 217 in Tigard. Similar structures will go over I-5 and both under and over Southwest Barbur Boulevard in Portland. And the final five miles of the major thoroughfare to downtown will be greatly widened to allow the line to run down the center of it, while maintaining two traffic lanes in each direction and adding protected bike lanes adjacent to continuous sidewalks

According to TriMet project manager Leah Robbins, "It's not just a light rail project but an infrastructure project that will transform the face of the Southwest Corridor."

Robbins spoke during a media tour of the proposed route last Thursday organized by several of the governments planning the project, including TriMet, Metro, and the cities of Portland and Tigard. Reporters and TV crews traveled the route on a TriMet bus, stopping at several locations to better understand how much work will be involved in the project, which is scheduled to start in 2022 if funding can be secured.

According to TriMet, the corridor is one of the fastest growing in Oregon, and is expected to increase by over 75,000 residents by 2035. Estimates predict a 17 percent increase in congestion on I-5 between Portland and Tigard by 2035. The new light rail line is intended to create a reliable 30-minute transit connection through the corridor. It could include as many as 13 new stations and up to 3,500 parking spaces at several Park & Ride lots.

The full scope of the project became apparent as the tour proceeded. It began at the TriMet Park & Ride lot at Bridgeport Village, which would be the southern end of the line. The current proposal calls for replacing the 390-space surface lot with a multi-story parking garage with up to 950 spaces, plus room for bike parking and ride-sharing vehicle connections.

"There's demand for that much parking and more," said Robbins, citing studies undertaken for the project.

From there the line would parallel an existing Union Pacific rail line into Tigard, crossing Southwest Bonita Road over a new bridge to Southwest Hall Boulevard, where a new maintenance yard would be built. It would then cross over Highway 217 on another new bridge to the large but underdeveloped Tigard Triangle area, where it would land at a station at Elmhurst before launching onto another bridge over uneven terrain to a station with a Park & Ride lot at 68th Avenue, near Highway 99 West, which becomes Barbur in Portland.

"There are more than 500 acres in the Tigard Triangle, but it is largely undeveloped. Tigard has plans to develop it with more than 120 projects, including four- to six-story residential buildings," said Tigard Community Engagement Coordinator Lauren Scott.

From there the line would head to a station at Barbur and 53rd Avenue, where a new road would be built a short distance uphill to Portland Community College's Sylvania Campus by the Portland Bureau of Transportation for shuttle service to the school.

"Fifty-third would be changed from a zero to a hero. It's only one-third of a mile to PCC, but it doesn't currently go through. We would build a complete street. A lot of trips would be generated," said PBOT Public Information Officer Dylan Rivera.

After that, the line would continue to downtown Portland, crossing both under and over Barbur on new bridges before reaching the existing Park & Ride lot at Southwest Capitol Highway, which would be completely transformed into the West Portland Town Center. Planning is already well underway to reconfigure the complex intersection, known as the Crossroads, into a thriving, walkable and bikeable neighborhood.

"We want to foster inclusive economic growth. It can be a vibrant place," said Joan Frederickson with the Portland Bureau of Planning and Sustainability.

From there to downtown, the line would run down the center of Barbur, which would be widened to maintain four lanes of traffic and add continuous sidewalks and protected bike lanes. Two aging bridges — the Vermont and Newbury Street viaducts — would be replaced as part of the project. The line will connect to the existing one through the downtown Transit Mall at Portland State University.

Many properties along the entire route would be impacted by the property, although the exact number and locations will not be known until Metro completes the Final Environmental Impact Statement in 2020. It could require the demolition and relocation of hundreds of homes and businesses. TriMet is already in discussion with many property owners about potential purchases.

Yet to be decided are the connection from Southwest Gibbs Street to the Oregon Health & Sciences University campus on Marquam Hill and the realignment of the on- and off-ramps at west end of the Ross Island Bridge, where three new publicly-owned city blocks could be created for affordable housing and other developments. Dylan says PBOT also want to transform the currently winding streets around Barbur's entrance into downtown into more of a grid system.

The cost for all this work is not cheap. The proposed MAX line alone is estimated at \$2.7 billion. Although the federal government is expected to pay half, that still leaves \$1.35 billion to be raised locally. Metro is currently considering a regional transportation funding measure for the November 2020 general election ballot that TriMet hopes will include \$850 million for the project. The State of Oregon has committed \$150 million. Metro has contributed \$60 million, which is being used for planning. TriMet, Portland and Washington County are talking about kicking \$75 million each into the project.

The Portland Bureau of Planning and Sustainability is organizing two walking tours of the West Portland Town Center area to help plan it on Saturday, June. 15. The first starts at 1:30 p.m. and the second at 2:30 pm. Both leave from and return to in front Markham School, 10531 S.W. Capitol Highway in Portland.

You can learn more about the project [here](#).

As part of the project, TriMet is conducting an online survey about the need and location of park and ride lots. You can take it [here](#).

## Ground broken for 148th Avenue sidewalks

*By Zane Sparling  
June 12, 2019*

### **Northeast 148th Avenue getting \$1.7 million investment from Portland Bureau of Transportation.**

Two weeks after a tongue-lashing audit, the city's Fixing Our Streets fund has broken ground on 3,000 feet of new sidewalks in East Portland.

The \$1.7-million project on Northeast 148th Avenue adds the equivalent of 15 downtown blocks of new sidewalk near the snaky edge of the Glendoveer Golf Course.

The public golf course's popular running track on the west side of the street won't be impacted, as construction will occur only on the east side of the street, where single-family homes abut intermittent sidewalks.

The work — set to wrap this winter — will include redoing nine corner ramps and 15 driveways. The Portland Bureau of Transportation says the new pavement will help pedestrians reach Halsey HydroPark, Glenfair Elementary and several TriMet bus stops.

The Fixing Our Streets fund, which delivers street repairs using a local trucking tax and the city's 10-cent gas tax, was under fire from government auditors who said the fund was missing its deadlines.

## Willamette Week

# Activists Want Police to Stay Home For Pride, But LGBTQ Officers Do Not Want to be “Put Back in the Closet”

By Katie Shepherd  
June 12, 2019

**"I went into the Police Bureau, and I felt afraid. [But] sometimes you have to feel discomfort to have progress."**

Policing the Pride parade in Portland has been a thorny endeavor in recent years.

There is a long, dark history of police—both in Portland and nationwide—harassing and abusing LGBTQ bars and clubs. Most Pride parades occur in June, near the anniversary of the 1969 Stonewall riots, which broke out after police raided a popular gay bar in New York City.

Two years ago, Pride Northwest organizers asked officers to leave their uniforms at home, saying the presence of uniformed police might discourage LGBTQ people of color from marching. This year, the Portland Democratic Socialists of America asked the parade organizers to cut ties with Portland police and corporate sponsors to honor the roots of Pride.

"The first Pride was a protest led by Trans Women of Color against the police," the DSA said in a statement. "The goal of the protest was not mere integration into straight society, but radically rethinking how society constructs norms and forces us to conform."

But many LGBTQ officers feel a strong tie to the parade and marching in their uniforms.

WW spoke to Robert Ball, the longtime former reserve commander who has been marching in the Portland Pride Parade for 23 years, about the relationship between police and the LGBTQ community.

### **WW: What was your first Pride parade like?**

Bob Ball: I remember being terrified. Looking back, the Police Bureau is a big patriarchal organization that's semi-military. At that time, you would still hear comments that were derogatory toward gays and lesbians in different corners of the bureau. It happened to me many times. I remember seeing a motorcycle officer giving me a really bad look—a cold stare. I can still remember it to this day. There was a worry that you wouldn't be accepted in the bureau if you did something like this.

When I got there, Vera Katz was the mayor at the time, and she was surprised I was there. She looked at me and she said, "Honey, you look scared to death." She literally held my hand when we were marching.

### **How did you feel about Pride Northwest asking not to march in your capacity as a police officer? How do you feel about activists asking the parade to cut ties with PPB?**

I really felt like the request for officers to not march was essentially trying to put them back into the closet. Banning police officers from a Pride parade—I think makes it go back in the other direction and actually hurts trust. I believe they are not recognizing the hard work and change that's occurred [in the bureau]. It's a two-way street. If people work hard to make changes, I think that needs to be recognized and it needs to be celebrated.

### **Why is it important to you to march in your uniform?**

The Police Bureau openly welcomes trans officers, openly welcomes gay and lesbian and bi officers. It's a whole different world now, and it's because gay and lesbian officers were out being seen and got acceptance from the Police Bureau. The U.S. Department of Justice says that the No. 1 thing that police departments can do to build trust is to have departments look like the communities they serve. I think it's really important for African American officers, Hispanic officers, Asian officers, women officers and LGBTQ officers be seen, so that people out in the community can see that there's someone who is like me [in the bureau].

### **What about the real concerns from people who point to the history of police treating LGBTQ people poorly and harassing bars and clubs that were incredibly important to those communities?**

I understand the history of it. It's horrible to even think about it. But it happened. It's a real history. But that history is not the world we live in now. I can't put myself in the place of an African American LGBTQ person who is afraid of the police. [But] I can put myself in the place of being fearful because I've been through that. I grew up in rural Oregon as a gay kid who heard slurs and was afraid to come out. I went into the Police Bureau, and I felt afraid. [But] sometimes you have to feel discomfort to have progress.

### **What do you think can be done to respect concerns about the dark history of the relationship between the LGBTQ community and police, without sidelining officers who want to celebrate their own identities?**

I would challenge them to get to know people. I really understand that people may be fearful. And I think our past is always important to remember, because history can tend to repeat itself. The only way we can stop that from happening is to continue to work hard. The more people in communities get to know LGBTQ officers as people, a lot of that fear would dissipate. They would be able to learn and understand what their jobs are and how things have changed dramatically over the years—because they really have.

## **Mayor Ted Wheeler Has Received Just One Campaign Donation Since Jan. 2**

*By Rachel Monahan  
June 7, 2019*

### **The slow fundraising raise fresh questions about his campaign for reelection.**

Mayor Ted Wheeler hasn't posted any fundraising since January 2—except one donation.

The source of that donation is noteworthy. On April 4, Wheeler received \$500 from Jessica Greenlee, a property manager, who a day before left a City Council hearing in tears after a series of pointed questions from Commissioner Jo Ann Hardesty.

The mayor scolded Hardesty on April 3 for the way she questioned Greenlee about the tenant screening policy under discussion that day. That interaction that subsequently resulted in accusations that the mayor was employing a racist double standard in singling out Hardesty for criticism.

The next day, Greenlee gave \$500 to Wheeler's reelection campaign.

But on a wider scale, the fact that this is the only donation Wheeler has gathered in at least four months raises questions about his reelection plans.

A source close to the mayor says there's been "minimal campaigning" and there are no staff on the campaign at this point while he's focused on his work at City Hall.

He and his campaign consultant parted ways earlier this year.

Wheeler has said he intends to run, but won't officially announce until after Labor Day, the Portland Tribune reported.

Wheeler has raised more at this point in the cycle than had his predecessor, former Mayor Charlie Hales, at this point four years ago. That's thanks to the fact that Wheeler raised \$157,000 last year and received one donation Jan. 2: \$5,000 from Pepsico Inc. He has \$67,476.55 on hand.

As for Greenlee, she says that her donation does not reflect an endorsement from the real-estate industry or her employer.

"I had been thinking about donating to the mayor's campaign for quite awhile and had been on the fence about it," Greenlee tells WW. "The mayor doesn't often agree with me when it comes to policy; however, he typically understands the complexity of financial and economic repercussions of the housing policy items I comment on.

"At the hearing, he confirmed for me that he believes in making sure all voices are heard whether they voice support or dissent on matters of policy and I really respect that he encourages civility and respect from all parties during these conversations. So regardless if he agrees with me on matters of policy I respect him as a leader and wanted to support him with the hope that it would encourage him to run for re-election. My donation isn't going to win him a campaign but it is a show of support for the dignity of the process he brings to city council."

## **The Portland Mercury**

### **Portland, Meet Your First African American Fire Chief**

*By Alex Zielinski  
June 13, 2019*

Sara Boone, Portland's first African American female firefighter, has been appointed to lead Portland Fire and Rescue, giving her a new superlative: Portland's first African American fire chief.

Boone, who is currently the division chief of Portland Fire and Rescue's Medical Services and Training, has worked for fire bureau for 24 years.

"My mission has always been caring for the city where I was raised," said Boone in a press release. "I am committed to ensuring that our responsiveness and our professionalism live up to the highest ideals of service, integrity, and equity."

In 2000 and 2001, she served as a district representative for the Portland Firefighter's Association, advocating for pregnant firefighters and those with mental health needs. Boone later institutionalized mental health improvements in the bureau, like creating a system to track traumatic events and note the firefighters involved, so mental health workers can know to routinely check-in with them.

In 2014, Boone became the city's first African American battalion chief.

The Portland native has spent the majority of her time working in emergency operations. This focus should come as no surprise, considering who appointed her.

Fire Commissioner Jo Ann Hardesty has called for an overhaul of the city's emergency response system, one that relies on coordination between all emergency-related bureaus (like the Bureau of Emergency Management and Bureau of Emergency Communication). Former fire chief Mike Myers, who's expressed support of Hardesty's mission, is now leading the Bureau of Emergency Management.

“Chief Boone is well-respected throughout the bureau and we have a great collaborative relationship,” said Hardesty in a press release. “I know that she has the vision and experience to lead the bureau as it takes on new challenges. I am confident that she will make sure our city is safe and cared for under her watch.”

Boone will be sworn into office in early August.

## **The Daily Journal of Commerce**

### **Audit: Portland Building project deficiencies found**

*By Sam Tenney*

*June 13, 2019*

An audit of the Portland Building rehabilitation project released Wednesday by city Auditor Mary Hull Caballero found a lack of transparency in the project's budget amid a 10 percent cost increase. In addition, the audit faults the city for failing to distribute nearly \$1 million in funding set aside for minority contractors and falling short of meeting certain goals and aspirations set for the project.

The massive renovation is forecast to be completed ahead of schedule, but costs have grown to an estimated \$214 million, 10 percent more than the initial \$195 million budget. The design/build/relocate team of Howard S. Wright and DLR Group began work on the three-year project in late 2017.

According to the audit, the project team in late 2016 began eliminating elements from the scope of work in order to stay within the allotted \$195 million budget. Those exclusions included tenant improvements on two and a half floors of office space and a first-floor child care center, as well as furnishings and technology equipment. Four months later, the project team began requesting funding to add back those exclusions as separate projects outside the given budget. While the project team was open about the individual funding requests, the audit finds, it was not transparent about the cumulative cost of the add-backs and the resulting escalation of the overall project cost.

The audit also found that the city has yet to disburse about \$950,000 in project dollars set aside for equity grants aimed at addressing historical inequities in contracting and improving workforce diversity. In July 2016, City Council approved setting aside \$1 million, about 1 percent of the project's hard construction costs, to be dispersed periodically throughout the project in support of disadvantaged subcontractors and workers. Aside from a \$50,000 contribution in late 2018 to a Metro workforce study, no other community benefits grants have been awarded.

A grant opportunity announced in April 2018, using funds from the Portland Building project and two other city projects, drew 39 applications, including 12 Portland Building-specific

proposals. Despite available funds and interested applicants, the audit states, the city's Office of Management and Finance did not award any funds as scheduled by October 2018, and as of the end of the calendar year had not communicated with applicants about the status of their applications or informed them as to why the grants were not awarded.

While the project is on track to meet minimum requirements – including elimination of moisture penetration, seismic upgrades and HVAC replacement – the audit found that discussions were not held with City Council or the project's oversight committee about what has been done to reach beyond minimum requirements to achieve advanced goals and aspirations set forth in the project charter. Examples provided in the audit include aspirations and goals likely to not be met in the building's accessibility, sustainability and historic preservation.

A response to the audit issued by Mayor Ted Wheeler and Tom Rinehart, the city's Chief Administrative Officer, states that the project team has been open about items proposed outside of the budget, and that furnishings, technology equipment and child care center build-out were never part of the project scope. Also, the response states, the undisbursed equity funds will be released once the Community Opportunity and Enhancement Program is established through Prosper Portland, as directed by City Council.

The audit is a follow-up to a 2016 report issued under Caballero while the project was still in its planning stage. That report predicted that the project scope could narrow because of the city placing constraints on the project's timeline and budget, leaving the scope the only project element open for flexibility.

The Auditor's office will follow up in one year with recommendations made in the audit. Also, a separate audit of the construction contract is under way, with results due to be reported later this year.

## **A mixed bag for Broadway Corridor plan**

*By Alex Visser*

*June 7, 2019*

The Portland Design Commission on Thursday gave its first design advice on plans for the Broadway Corridor – a massive redevelopment effort near the southwest end of the Broadway Bridge, at the site of a former U.S. Postal Service facility. Commissioners gave mixed reviews on the public realm aspect of the plan, praising the change it would bring to the area but taking issue with the intended use of the city's Green Loop.

The 4-million-square-foot mixed-use project is expected to consist of housing, commercial space and open park space, and link the Pearl District to Old Town. The development is expected to cost between \$1 billion and \$1.5 billion.

Prosper Portland's endeavor, designed by ZGF Architects, is intended to accommodate 4,000 jobs and 3,100 residents – with 25 percent of the housing being affordable units. The design is meant to be inclusive for all neighborhood residents, with spaces where people can “just be” and not need a specific task or purpose.

Apart from buildings, the designs of which will be revealed at a later commission meeting, the space is to be dominated by an expanse of open green land in the center. Situated on an incline, the open space will become a park of sorts, framing nearby Union Station and other historic buildings as viewpoints.

The Green Loop intersects at the top and cuts through the open space, running in an inclined zig-zag pattern where cyclists and pedestrians can stop and take in new views of the city.

“I think the variety of street sections you’re proposing is great,” Commissioner Jessica Molinar said. “It really enhances the beauty of Union Station.”

Commissioners were mostly on board with the general development plan, and agreed that it would be a good use of space that currently is going to waste. They also said that creating a connection between Old Town and the Pearl District is important, and that enhancing the area to make it feel safer should be a priority.

The Green Loop, however, was universally rejected by commissioners as unsafe and not well thought out. While the design team said the loop’s placement was intended to “activate” the open space, commissioners weren’t receptive to that idea.

“I, for the life of me, don’t know how pedestrians going through there and bicyclists are going to activate this park,” Commissioner Zari Santner said. “We just have to take a leap of faith right now to accept that it would be something wonderful.”

Santner suggested that the loop run alongside the site on Northwest Ninth Avenue, and said she doesn’t understand why it’s important for it to take up open green space.

Commissioner Don Vallaster said the design team seemed to be presenting the loop as the focal point of the project, when it should only complement the rest of the design.

“We need to take a serious look at alternatives,” he said.

Commissioner Samuel Rodriguez said Prosper Portland and ZGF will have to come up with alternatives or a successful defense of the Green Loop ramp at the project’s next design advice request hearing, which is scheduled for July 18. At that time the team will also submit renderings for the project’s buildings.

## **Street uses, Green Loop at issue in OMSI master plan**

*By Chuck Slothower*

*June 7, 2019*

Designers for the Oregon Museum of Science and Industry campus development are still wrestling with basic questions relating to transportation circulation and open spaces on the Southeast Portland site.

Plans for OMSI’s 18.5-acre property went before the Portland Design Commission for advice during a meeting on Thursday. OMSI is seeking approval for the master plan under Central City 2035 plan rules.

Many of the questions facing OMSI’s proposed redevelopment concern how it relates to its surroundings, including a bicycle artery, the city’s Green Loop concept, the Willamette River to the west and Union Pacific railroad tracks to the east.

The Green Loop would go through OMSI’s site, but the precise alignment is undetermined.

OMSI proposes to reroute Water Avenue to the east, and use old Water Avenue as a “pedestrian-oriented main street” through the site. Also planned is a loop road throughout the campus to connect developable properties.

OMSI plans to build a bridge over the Union Pacific railroad tracks to connect the campus to Southeast Portland neighborhoods.

“We believe such a bridge can become an iconic, identifying development for the district,” said Allison Rouse, a project manager for ZGF Architects.

Old Water Avenue would have a two-way cycle track to accommodate bicyclists. Planners discussed how to slow bicyclists a bit in keeping with a family-friendly mixed-use street, but not so much that cyclists abandon the route for the Eastbank Esplanade.

Designers with ZGF and Mayer/Reed are working with Gerding Edlen, the master developer selected by OMSI in July 2018 after a competitive bidding process. An early master plan for the site was laid out by Snohetta, an international design firm.

The campus encompasses seven developable parcels ranging in size from 0.69 acres to 4.49 acres. Maximum building heights with bonuses reach 250 feet.

Commissioner Jessica Molinar expressed concern that the loop road could feel like an alleyway if it doesn't have enough active uses.

“It really depends on what's going to happen there, which is architecture,” she said.

Commissioner Zari Santner asked if old Water Avenue should be a woonerf – a Dutch-style shared street that places less emphasis on auto traffic.

“The focus is really for people,” she said.

OMSI's designers said there are practical obstacles to such a design.

“We very much would like it to look like a woonerf, Zari, but we have had some conversation with (the Portland Bureau of Transportation) about the difficulties of that,” said Carol Mayer-Reed, a principal at Mayer/Reed Inc.

Santner also said the campus needs to better relate to the river.

“The whole district, the plan, is inward-looking,” she said. “It's not really embracing the river.”

Both city and private planners have expressed some frustration regarding the vagueness of the Green Loop – a linear-park concept through the Central City. There are two options for the Green Loop's alignment, and it must meet other segments of the loop north and south of OMSI's campus.

“There's two routes it could follow, and it's really not up to OMSI to decide which it should follow,” said Ben Nielsen, a senior planner at the Bureau of Development Services. “It's a continuing conversation at this point.”

Nielsen acknowledged the Green Loop could be better defined.

“It's not as codified yet as it should be to be a real thing, but it's in process,” he said.

The OMSI master plan is scheduled to return before the Design Commission in August for more advice.

## **The Skanner**

# **BREAKING NEWS: Hardesty Selects Sara Boone as Portland Fire & Rescue's Next Fire Chief**

*June 12, 2019*

**Portland will soon have the first Black fire chief in its history.**

Fire Commissioner Jo Ann Hardesty has announced the promotion of division chief Sara Boone as the next fire chief for Portland Fire & Rescue.

Boone started her career with the department 24 years ago as an entry-level firefighter spent the majority of her career in emergency operations before transitioning into assignments as the bureau's safety chief, logistics deputy chief, and currently, the division chief of medical services and training. When she was hired in 1995, she was the first African American female firefighter to enter the bureau's ranks since its inception in 1883 and she will be the first African American chief in city history.

"Chief Boone impressed our interview panels with her commitment to community, her technical knowledge, her passion for the fire service, and her leadership style," Hardesty said in a press release. "Chief Boone is well-respected throughout the bureau and we have a great collaborative relationship. I know that she has the vision and experience to lead the bureau as it takes on new challenges. I am confident that she will make sure our city is safe and cared for under her watch."

Raised in Northeast Portland, Boone attended Lincoln High School, earning all-state and all-American honors in track and field. She attended Boise State University on an athletic scholarship and graduated with a bachelor of science degree in secondary education.

While completing her student teaching at the now-defunct Marshall High School, she had a chance encounter with a fire inspector who encouraged her to test for the city's first firefighter apprenticeship program.

"I am deeply honored to be the next Fire Chief of Portland Fire & Rescue, a bureau I hold in high esteem because of the men and women who serve with honor, integrity, and sacrifice," Boone said in a city press release. "My mission has always been caring for the city where I was raised. I am committed to ensuring that our responsiveness and our professionalism live up to the highest ideals of service, integrity, and equity."

Portland's last permanent fire chief, Mike Myers, resigned at the beginning of this year. He briefly held the position of emergency manager in Cannon Beach, where his wife works, then returned to Portland to head the city's emergency management bureau, which Hardesty also oversees.

Ryan Gillespie, previously a deputy chief, has served as interim chief since February.

According to the press release, Hardesty initially planned to execute a national search for the fire bureau's next chief but decided to start with an internal search after receiving feedback from members of the bureau.

"It was clear that there were many talented leaders within Portland Fire & Rescue already and I wanted to put my focus there," Hardesty said.

Gillespie was selected as interim chief on the condition that he not apply for the permanent position.

“Chief Gillespie did an excellent job as interim chief. He managed the bureau during a time of extreme transition with grace and professionalism. I thank him for his leadership,” says Commissioner Hardesty.

Boone will be sworn in at the beginning of August.