

The Oregonian

With new projects, Portland declares it's on track to meet housing bond's goals

*By Eliot Njus
September 17, 2019*

Portland on Tuesday unveiled six new projects funded in part by its housing bond, which now has backed a dozen projects that will total more than 1,400 affordable homes.

Mayor Ted Wheeler hailed the progress as having exceeded the goals laid out to voters when the bond was first approved nearly three years ago — and another \$45 million remains available for future projects.

“This slate of projects not only gets us to our numeric goals, but it reaffirms our commitment as a city to better serving communities of color, to mitigating displacement and to committing our investments in our east Portland neighborhoods,” Wheeler said.

But the city's strategy has shifted dramatically since then, a change reflected in most of the projects unveiled Tuesday.

Voters approved the \$256.4 million housing bond in November 2016 by a wide margin. Backed by a broad coalition of local business leaders, city officials and the nonprofit sector, the bond measure said the city would build or preserve 1,300 apartments for the city's most vulnerable residents.

Then, last November, voters amended the state Constitution to allow affordable housing bond money to be spent on projects that wouldn't be owned by the government.

Oregon voters passed Measure 102 in November, giving the city more flexibility for funding housing projects.

Rather than building or buying its own buildings to operate as public housing and carrying full freight, Portland is now helping fund projects by private developers, many of which brought other funding to the table. As a result, in most cases, the bond dollars are carrying less than half the cost.

Housing Bureau Director Shannon Callahan said she believed the bond had nonetheless already lived up to the promises made to voters and that it would further that progress as the remaining money is spent.

“This is allowing us to build a lot more units and create buildings that better serve the people we're trying to serve,” she said.

The city also has turned its focus from a strategy that hinged largely on buying existing apartment properties and converting them into affordable housing. Callahan said Wheeler and a community oversight committee for the housing bond had asked the bureau to focus on more new construction.

Until the constitutional amendment, the city had spent the money buying apartment complexes it would operate on its own. It also bought land where it planned to build new affordable apartment buildings. That's not work the Portland Housing Bureau has traditionally taken on.

Private affordable housing developers, meanwhile, had more than two dozen projects ready to get underway except for big funding gaps and no way to fill them. Allocating bond money to

kick-start those projects falls more in line with the kind of work the Housing Bureau is accustomed to.

Affordable housing developers often have to assemble a patchwork of funding from several different sources. The funding announced Tuesday, however, was intended to fully fund projects in combination with federal tax credits and rent vouchers that had already been set aside, allowing the projects to move ahead more quickly and with less administrative expense.

“We didn’t have to seek those resources separately and braid them together project by project,” said Andy Miller, the executive director of the nonprofit Human Solutions, whose 93-unit project in East Portland was announced as a funding recipient Tuesday.

Also highlighted Tuesday, and reported earlier by The Oregonian/OregonLive, was a plan to use local tourism dollars to fund permanent supportive housing, which includes services for mental health, addiction, employment and other challenges that people who are homeless face when trying to stay in housing.

Before Tuesday’s announcement, the Housing Bureau had announced six projects that would be funded by the bond, totaling 660 homes. Those included more than 200 that haven’t yet been built and 401 existing “naturally affordable” apartments that had been bought to prevent their redevelopment.

The latest projects don’t include any move-in ready buildings. Most are new construction or would require significant renovation.

The city also claimed victory on several other goals included in the 2016 bond measure.

When built, the projects announced as of Tuesday would include 600 units affordable to people making less than 30 percent of the area median income — less than \$18,480 for a single person, or \$26,370 for a family of four.

They would also surpass the city’s goal of 300 units of permanent supportive housing, and they would exceed the goal of 650 family-sized units, with two or more bedrooms.

Portland wants at least half of Biketown fleet to be e-bikes, eyes ‘significant’ expansion

*By Andrew Theen
September 17, 2019*

Portland wants next year to be electric.

The transportation bureau opened the bidding this week for the next contractor to operate the city’s Biketown rental program, and it is requiring at least half of the new fleet be electric assist bikes and potentially the entire operation if the company can make it happen.

Portland also wants Biketown’s service area to be significantly expanded, with east Portland being the main focus in 2020.

The Biketown service area is currently 19 square miles. Riders who park outside that territory can be charged an additional fee. According to the contract solicitation posted on the city website late Monday, officials want the entire 145-square mile city territory to be covered within the next year. If a company doesn’t do that by May 2021, it must explain what areas it will exclude and why.

Portland's contract with Motivate, the original Biketown operator, expires at the end of April 2020. The City Council in July voted to extend the contract through April. Lyft, the ride-hailing giant, bought Motivate last year.

John Brady, a transportation spokesman, said Portland had talked about its Biketown desires at multiple conferences and at City Council, so the industry was well aware of the city's stated goals.

E-bikes, in particular, are viewed as a potential game changer. "We think there's potential there to enhance the level of service," he said.

He declined to answer questions about how many bikes it envisions as part of the newly expanded Biketown fleet. Portland has roughly 1,000 bikes in the fleet today and 156 different stations. The system just celebrated its third birthday.

Proposals are due Oct. 21. Portland is requesting the new system go live in the spring, but it's possible it could be delayed until the summer.

Last year, Biketown drew 6,000 annual members and some 124,000 different users. Riders tallied some 400,000 trips during the 2018 calendar year.

The city is leaving a few details up to the potential bike operator. It's up to the contractor, for example, on if it wants to "maintain, partially replace or fully replace the existing Biketown equipment and station infrastructure, though the city said it prefers to keep the existing stations. Portland want the operator to install new charging stations that may include additional "shared vehicle fleets," like e-scooters.

But a lot of the deal is nonnegotiable. Nike must remain the primary sponsor and the company doesn't want the bikes to contain any advertising other than its own and the city of Portland's. Nike's contract runs through July 2021, with a stipulation to renegotiate or extend the deal in the summer of 2020.

Portland will also contribute no money to the program. The city chipped in \$2 million in 2015 to help launch Biketown, which was also made possible by a \$2 million Metro grant and major sponsors.

Nike chipped in \$10 million for its five-year deal. The city collects system and sponsorship revenues and uses those funds to operate the system and make capital improvements.

Here are some other highlights from the request for proposals:

- Portland wants 30 new stations to be installed in East Portland at the start of the program (which could be by April 15).
- The city outlines a three-phase expansion for customers to serve the entire city, with a deadline of May 1, 2021 to expand city wide unless otherwise explained
- Adaptive use bikes for people with disabilities which have been operated through a contractor for several years, must be provided through the new app.
- The company could potentially provide on-demand access to helmets, but meanwhile it must provide some bicycle safety and helmet access through promotions, partnerships and other deals.
- In case of The Big One or another "citywide emergency," Portland wants all bikes to be "unlocked and available to transport citizens when vehicle transport is not an option."

Portland police detective demoted to officer for extensive personal use of his take-home police car

*By Maxine Bernstein
September 17, 2019*

A detective who used his take-home Portland police car extensively while off-duty and put thousands of extra miles on it has been demoted to the rank of officer.

The demotion of Robert Norvell Hollins III became effective Sept. 7 after an internal affairs investigation.

He's now assigned to the bureau's personnel division, according to Sgt. Brad Yakots, a bureau spokesman.

Hollins, 57, had retired from the Police Bureau on Sept. 29, 2017, but was rehired the next day and continued to work as a detective under the bureau's retire/rehire program. The rehiring runs for up to two years, so Hollins' work is set to conclude at the end of this month.

Hollins' extracurricular use of the city-owned unmarked car was discovered after it needed repairs because of the extra mileage, according to multiple sources familiar with the inquiry who aren't designated to speak publicly about it.

The Police Bureau prohibits the personal use of city-owned cars. Officers granted take-home cars may use them to drive to and from work and for other police-related activities, but not for recreation or vacation trips.

While under investigation, Hollins was reassigned to the bureau's Telephone Reporting Unit for at least five months, where officers usually go after being removed from the street while under investigation. Officers in the unit take crime complaints by phone or check reports submitted online.

Brent Weisberg, a spokesman for the Multnomah County District Attorney's Office, said Tuesday that the Police Bureau never referred a case or any reports for possible prosecution involving Hollins.

Hollins didn't respond to messages seeking comment Tuesday. Officer Daryl Turner, president of the Portland Police Association, declined to comment Tuesday.

Tourism taxes to fund homeless services in Portland housing bond projects

*By Molly Harbarger
September 17, 2019*

The Multnomah County board is expected to approve a novel use for tourism dollars this week: Paying for services to help homeless people find housing.

While the mayor is expected to announce Tuesday that the city has identified all 1,300 units that the Portland housing bond is expected to deliver, the county vote two days later would secure the second half of the promise -- services for mental health, addiction, employment and other challenges that people who are homeless face when trying to stay in housing.

The services are essential to the permanent supportive housing model, which officials maintain could make a dent in Portland's growing population of people who have been on the street for at least a year and struggle to stay in housing, if they get it.

The idea of using tourism dollars for such needs has gained traction nationally as cities grappling with severe housing shortages look for ways to help people who have been displaced by steep rents.

The board will vote Thursday to amend an agreement between the county, city of Portland and Metro regional government over how funds from the 2.5% tax on hotel rooms and rental cars is used. Traditionally, the money goes toward boosting tourism through marketing and improving facilities, such as the Oregon Convention Center or Veterans Memorial Coliseum.

A few years ago, though, county Chairwoman Deborah Kafoury learned from the chief financial officer at the time that the tourism fund was ballooning because of an influx of tourists. At the same time, she also felt inundated by complaints from business owners and hotel operators who complained that the growing population of people living on the streets was hurting business.

"It seemed, really, to me, like an obvious next step," Kafoury said.

She convinced officials at the city and Metro, who also have to approve any change to the tourism funds, that using the money for homelessness was a good fit.

They both approved the change at the end of last year. However, Kafoury held out.

Everyone agreed to a sharp increase to the amount that goes to services annually. Currently, the county receives \$750,000 as its share.

If approved, the county will get \$2.5 million in 2020, which will increase each year up to \$5.25 million by 2023.

But Kafoury was worried that the new homeless services fund would get cut in an economic downturn. Both the city and county have increased their contributions to the Joint Office of Homeless Services each year, and Kafoury has made cuts to other departments to direct those dollars at homelessness.

The sticking point slowed progress and raised tensions between the county and the other two jurisdictions. Former Metro Council President Tom Hughes placed pressure on the county when the council passed its version of the agreement to accept the wording, arguing it was on the county to decide if it wanted the additional money or not.

"Without this agreement that doesn't go forward," Hughes said in 2018.

However, Kafoury said Monday that between the Portland and Metro housing bonds -- voters approved \$653 million in 2018 -- general fund money won't be able to cover a growing need for services as those units are built.

She is finally confident that the agreement is written to protect those funds. It also has a provision that allows a jurisdiction to object if there is a cut to services in the future.

"Because if they are using it to fund permanent supportive housing," Kafoury said, "we really need these dollars to be permanent."

The tourism money likely won't cover the full cost of services as supportive housing units are built long-term, but she said that the ability to work out an agreement shows that the county, city and Metro have a strong partnership.

The Portland Tribune

Wheeler: Portland will exceed affordable housing bond goals

By Jim Redden

September 17, 2019

Mayor is joined by Multnomah County chair at Tuesday afternoon press conference to announce progress on \$258.4 million bond approved by city voters

An upbeat Ted Wheeler announced Portland has committed to exceed building more than the 1,300 affordable housing units promised to city voters during a Tuesday afternoon press conference.

Joined by Multnomah County Chair Deborah Kafoury in the City Council Chambers on Sept. 17, Wheeler said the Portland Housing Bureau is now on track to build or preserve 1,424 units — and still has \$45 million of the \$258.4 million affordable housing bond left over for additional projects.

"Portland voters passed our city's first-ever affordable housing bond because, as Portlanders, we share the belief that we all deserve a healthy, safe and affordable place to live and to call home," Wheeler said of the measure approved at the November 2016 general election. "Meeting these goals and delivering on our promise to voters reflects our collective resolve and commitment to addressing the needs of Portlanders most impacted by the housing affordability crisis."

According to Wheeler, the bureau will be able to exceed the promised 1,300 units in large part because Oregon voters amended the state constitution at the November 2018 general election to allow the city to partner with non-profit and private developers on such projects. Nine new projects with such partners were announced at the press conference. The City Council had previously approved three projects.

The bureau will also meet or exceed other bond goals, Wheeler said, such as proving more than 600 units available to households earning less than 30% of the area median family income.

Kafoury said the county, city and Metro have also agreed to spend temporary lodging taxes traditionally dedicated to economic development activities on social services for the chronically homeless moving into units dedicated as supportive. She said the funding for such services are essentially to keeping such clients permanently housed.

"You can't solve homelessness without housing," said Kafoury.

The nine projects announced Tuesday and their partners are: 115th at Division Street, Related NW and Central City Concern, 138 units; Alta at 18th, NW Housing Alternatives with NW Pilot Project and NAYA, 144 units; Anna Mann House; Innovative Housing Inc with IRCO and Luke-Dorf Inc, 88 units; Cathedral Village, Related NW with Catholic Charities; 110 units; The Joyce Hotel, Community Partners for Affordable Housing with Cascadia Behavioral Healthcare and NARA, 66 units; Las Adelitas, Hacienda CDC with Cascadia Behavioral Healthcare, 141 units; NE Prescott, Community Development Partners and NAYA with NARA, 50 units; Stark Street Project; Human Solutions with Lifeworks NW and IRCO; 93 units; and The Westwind, Central City Concern with NARA, 100 units.

Willamette Week

An Investigation of Lt. Jeff Niiya Suggests Knowledge of His Text Messages Was Well-Known Among Superiors, Mayor's Office

By Nigel Jaquiss
September 18, 2019

Niiya talked to more people on the left than the right—until a high-profile antifascist shut that door.

Since the election of President Donald Trump in November 2016, street protests have defined Portland in the eyes of the nation. Nobody in law enforcement knows more about those protests than Lt. Jeff Niiya, who until earlier this year commanded the Portland Police Bureau's rapid response team.

Now, thanks to a six-month investigation that produced 850 pages of material, we know a lot more about him. And we've learned that his controversial communications were common knowledge at City Hall.

Niiya figured prominently in WW and other media's reporting on protest culture. First, The Oregonian and WW identified him as the handler of a young antifascist informant named June Davies ("Voices," WW, Dec. 26, 2017). More explosively, WW and The Portland Mercury reported on his chummy text messages with a prominent right-winger, Joey Gibson, the Vancouver, Wash., leader of Patriot Prayer ("A Tiny Problem," WW, Feb. 20, 2019). WW obtained the texts via a public records request.

Those stories led the police commissioner, Mayor Ted Wheeler, to demand an investigation of whether the Police Bureau favored right-wing extremists, as some Portlanders believed. Last week, Wheeler and Police Chief Danielle Outlaw announced the investigation's result: Niiya was exonerated of any wrongdoing.

In a rare move, the bureau released nearly the entire file, including transcripts, text messages and other documents gathered in the Independent Police Review investigation. (It didn't have to—Oregon's police-friendly public records law exempts personnel investigations that don't result in discipline.) There's plenty to learn in the hundreds of pages of documents the bureau released. Here are five takeaways.

1. Niiya had no training in protest sleuthing. Niiya joined the Portland Police Bureau in 1996. As far back as 2005, when animal rights activists regularly protested outside the now-shuttered Schumacher Furs store, Niiya acted as a "liaison" between warring tribes. He resumed that work in earnest after Trump's election, as evidenced by more than 11,000 text messages investigators reviewed. Other law enforcement agencies, including the FBI, Washington State Patrol and Oregon Department of Justice, sought his expertise. It was all self-taught. Asked whether he'd received training to work with political protesters, Niiya said, "Absolutely none, no."

2. Niiya talked to more people on the left than the right—until a high-profile antifascist shut that door. The investigative report includes hundreds of text messages with a half-dozen left-wing figures. Niiya's conversations with them about demonstration timing, tactics and locations echo those he had with Gibson. In one conversation, Niiya told a Police Bureau colleague via text that he had "let the veil back a bit." He told the left-wingers, "I probably align with some more of

your ideas than you probably believe," and noted that his wife and children were Jewish. "My friends are all immigrants," Niiya told his colleague. Such sympathies did him no good, however, after Luis Marquez, an antifascist leader, disclosed in October 2017 that Niiya was in regular communication with Davies. That brought all his text messaging with the left to what Niiya called a "shock-stop."

3. After the left froze Niiya out, he wanted to quit the protest beat—but nobody wanted his job. He suggested others for the position and texted one of them, Sgt. Martin Schell, shortly after the left cut him off. "Would you be interested in doing what I'm doing for protest work?" he texted Schell on Oct. 25, 2017. "Don't know if I could fill your shoes," Schell replied. Niiya stayed in place. "I was becoming ineffective versus what I had done earlier in my time, but due to the void and the fact we still needed the job done, they kept me in it," Niiya told investigators in an April 2019 interview.

4. Mayor Wheeler's staff—and the mayor, for that matter—knew about Niiya texting with Gibson. On Feb. 19 of this year, Wheeler issued a statement of outrage about Niiya's text messages with Gibson. "The released text messages, which I learned about in today's Willamette Week, are disturbing," the mayor said. "It is imperative for law enforcement to remain objective and professional, and in my opinion, these text messages appear to cross several boundaries." But Wheeler's former public safety adviser, Berk Nelson, told investigators he was in regular contact with Niiya about the lieutenant's intelligence gathering. Niiya even arranged a June 2017 meeting between Gibson and Wheeler. "[Niiya] indicated Mayor Wheeler himself complimented Lt. Niiya on his liaison work," the investigation found.

5. Niiya says police command staff, including Chief Danielle Outlaw, also knew what he was doing. Prior to the release of the investigative material last week, the Police Bureau provided little explanation for Niiya's communications with either side of the protest movement, despite repeated media requests for such context. Yet much of the bureau's top brass should have been able to explain Niiya's contacts to the press, the mayor and the public. "This investigation found Lt. Niiya carried out his liaison work at the behest of Police Bureau command staff, and with their knowledge," the report says. Niiya himself complained that the bureau seemed unprepared to discuss his work, even though he had kept the chief informed. "Our current chief of police is someone else that knew about my text messages," he told an investigator. "This Police Bureau and the executive management of this organization can't seem to get out in front of this, and we knew about these [records] requests since November of 2018."

Commissioner Chloe Eudaly Threatens Colleagues at City Hall With Political Consequences If They Don't Support Her Plan to Weaken Neighborhood Associations

*By Rachel Monahan
September 18, 2019*

"This will get uglier," she warns in an email.

The fight over the future of Portland's neighborhood associations isn't dividing just the city. It's also sparked strife between city commissioners.

In an incendiary email sent Sept. 10, City Commissioner Chloe Eudaly threatened to damage the reputation of Commissioner Amanda Fritz for opposing her changes to the way the city works with neighborhood associations.

"I have tolerated her interference in my bureaus and mobilizing NA's against me for 2+ years," Eudaly writes. "I am done. If she persists, and especially if she gains any traction, this will get uglier, because it will become a referendum on her gross mismanagement of the bureau and the city's 45-year inequitable investments in civic engagement to the detriment of the very communities we now claim to want to serve and support."

In the email, which Eudaly sent separately to Mayor Ted Wheeler and Commissioners Jo Ann Hardesty and Nick Fish, Eudaly implied her colleagues could face similar consequences if they opposed her proposal.

"I have barely begun to rally support," Eudaly's email to her colleagues continues. "You may have noticed I'm really good at rallying support."

It's a remarkable email on several counts. It reveals the intensity of the disagreement between Eudaly and Fritz over the future of neighborhood associations.

Those volunteer groups provided the basis and purpose of Fritz's political career. Prior to Eudaly's election in 2016, Fritz directed the bureau, then called the Office of Neighborhood Involvement, which Eudaly renamed the Office of Community and Civic Life. Now Eudaly wants to fundamentally reshape how that bureau directs neighborhood groups.

Her efforts have prompted vigorous opposition from neighborhood association members. And Eudaly's email suggests that in the face of grassroots and City Council opposition, she is lashing out.

Eudaly has until now largely worked collaboratively with her council colleagues and, while positioning herself as a progressive on tenant issues, has governed on other matters as a pragmatist.

But her attempt to overhaul the neighborhood associations has left her isolated. No one at City Hall has voiced support for Eudaly's proposal, which is set for a Nov. 14 hearing.

The mayor's office declined to comment. Hardesty's office declined to comment. Fish does not support the current proposal and questioned the wisdom of sending the email.

"The email is very unfortunate," he says. "While I welcome direct feedback from all my colleagues, some things are best said in person. That said, I have a good working relationship with Commissioner Eudaly, and nothing in the email changes that."

What occasioned Eudaly's diatribe? She apparently believes Fritz lobbied for her own changes to the code, which Eudaly called an "insult" to her and others working on her plan.

Eudaly and critics of neighborhood associations contend they are inequitable, disproportionately representing white, middle-class homeowners. The neighborhood associations say Eudaly is overlooking the groups' strengths and diversity.

Like her predecessor, Steve Novick, Eudaly has already drawn several challengers in her race for re-election in 2020, including Mingus Mapps, a former employee of the Office of Community and Civic Life, whose campaign may capitalize on the anger of the neighborhood associations in his own bid for City Hall.

Eudaly's proposal opens the door for other organizations to receive city funding and official recognition for consultation on budget, land use and development matters.

Fritz informed Eudaly of her own plan to reform the city's system of neighborhood participation, according to documents obtained through a public records request. A draft of Fritz's resolution, which she sent to Eudaly last month, calls for extending the city's contract with the five district coalition offices that support the neighborhood associations as well as the six identity-based groups that represent the city's current diversity effort.

The Fritz proposal would also increase the city's spending on neighborhood associations, equalizing disparities between different parts of the city and injecting more funding to address "support for underrepresented and disadvantaged residents."

Eudaly took umbrage.

"Taking away power from the director, investing more money in an inequitable system, and extending the no-bid contract to neighborhood coalitions for five years doesn't solve any of the issues raised in the audit, doesn't advance equity, and doesn't improve our system of civic engagement," Eudaly wrote in response.

Fritz says she offered the proposal to Eudaly as a "suggestion" and declined to hit back.

"We all share the value of increasing participation in the city's community-engagement structure, and every council member is committed to that goal," Fritz says. "We may have differences of opinion on how to achieve it, and that is healthy in a democracy."

The Daily Journal of Commerce

Portland, Multnomah County announce affordable housing projects

*By Chuck Slothower
September 17, 2019*

Portland and Multnomah County officials announced Tuesday they will build or rehabilitate nine affordable housing developments that will provide approximately 930 subsidized apartments across the city.

The cohort of housing projects represents the dividend from the \$258.4 million housing bond approved by voters in November 2016. A year later, a statewide measure added flexibility, allowing public housing authorities to use taxpayer dollars in concert with private dollars.

The infusion of funding will be a boon to nonprofit developers and contractors. Total spending on the projects is expected to exceed \$300 million.

"Everybody deserves a decent, safe and affordable place to call home," Mayor Ted Wheeler said at City Hall on Tuesday while announcing the housing projects.

Plans came in response to a Housing Bureau solicitation in April. Proposals were due in June. Among the criteria, all proposed subsidized units had to be priced at 60 percent of area median income or less. In addition, one-third of the total units had to be deeply affordable – priced at 30 percent of area median income or less.

The Housing Bureau set maximum available subsidies at \$150,000 per unit for new construction or \$100,000 per unit for acquisition and rehab. Proposals had to provide a minimum of 50 units.

Wheeler said the new projects, combined with others that were already in motion, will fulfill the goals set out by the housing bond framework plan.

“We now have all of the units to hit our bond goals or surpass them,” he said.

Multnomah County will contribute \$4 million to provide permanently supportive housing services meant to keep formerly homeless individuals off of the streets.

County Chairwoman Deborah Kafoury said the surge of affordable housing projects confirms that homelessness is the top public policy priority.

“Homelessness is now at the forefront of our moral compass, and it should be,” she said.

The \$5 million reaped from the county’s sale of the Wapato Jail property was plowed into The Westwind – one of the new projects, Kafoury said.

The link between affordable housing and homelessness is clear, Kafoury said.

“You can’t solve homelessness without housing,” she said.

The projects announced Tuesday are a mix of rehabilitation and ground-up construction. The projects using existing buildings are:

- Alta at 18th, a 144-unit rehabilitation project from NW Housing Alternatives with NW Pilot Project and NAYA
- The Anna Mann House, which will convert an existing Laurelhurst building into 88 units of affordable housing, by Innovative Housing Inc. with IRCO and Luke-Dorf Inc.
- The Joyce Hotel, 66 units, by Community Partners for Affordable Housing with Cascadia Behavioral Healthcare and the Native American Rehabilitation Association (NARA) of the Northwest Inc.

The ground-up construction projects planned are:

- 115th at Division Street, 138 units, from Related NW and Central City Concern
- Cathedral Village, a project in St. Johns with 110 units, from Related NW with Catholic Charities
- Las Adelitas, 141 units from Hacienda Community Development Corp., with services by Cascadia Behavioral Healthcare
- Northeast Prescott, 50 units from Community Development Partners and the Native American Youth and Family Center with NARA
- Stark Street Project, 93 units from Human Solutions with LifeWorks NW and the Immigrant and Refugee Community Organization
- The Westwind, 100 units in Old Town Chinatown, from Central City Concern with NARA

The Housing Bureau anticipates it will have \$45 million remaining from the housing bond.

The Portland Business Journal

Portland announces \$115.3M more for affordable housing projects that will exceed the 2016 housing bond's goals

*By Jon Bell
September 17, 2019*

With nine new affordable housing projects set to gain funding from the Portland Housing Bond, the city of Portland, Multnomah County and other partners say they will have exceeded the bond's housing goals — and still have \$45 million left to spend.

At a press conference Tuesday afternoon, Mayor Ted Wheeler and other officials announced the nine projects and ticked off a list of goals that have been met by housing units either already acquired, built or in the pipeline.

"With these nine new projects, we now have enough bond-funded units completed or in progress around the city to meet, and in some cases exceed, all of the goals that were established for the Portland Housing Bond," Wheeler said, "and there are still funds left over to continue to do even more good work."

Initially, the bond, passed by voters in 2016, was to create 1,300 units of permanently affordable housing by 2023. Projects added today will push that number to 1,424 units. More than 600 of those will be designated as "deeply affordable" for people making 30 percent of the area median income and close to 660 will be two- or three-bedroom units geared toward families. Additionally, 313 units will be supportive housing, 13 more units than the goal set for the bond.

"Today we should celebrate an enormous leap forward," said Multnomah County Chair Deborah Kafoury. "We just need to make sure we have a lot more days like this one."

The nine new projects are spread across the city and include a range of new construction and existing units. The total bond funding for the new projects is \$115.3 million; Multnomah County is also contributing \$4 million — from the sale of the Wapato jail — and multiple partners on each project are also kicking in.

The new projects and their bond funding include:

- The Joyce Hotel — 66 units of permanent supportive housing at 322 S.W. 11th Ave., \$2.25 million plus \$3.4 million from Prosper Portland (Total cost - \$16.7M)
- Las Adelitas — 144 units of affordable housing in the Cully Neighborhood at the site formerly home to the Sugar Shack strip club, \$16.2 million (Total cost - \$54.1 million)
- NE Prescott — 50 units of affordable housing in Cully \$7.5 million (Total cost - \$16.8 million)
- Stark Street Project — 93 units at Southeast 160th and Stark, \$13.6 million (Total cost - \$31.2 million)
- The Alta at 18th — 144 units at 1727 N.W. Hoyt St. \$18.5 million (Total cost - \$39.8 million)
- The Westwind — 100 units at 323 N.W. Sixth Ave., \$11 million, plus \$4 million from the county (Total cost - \$28.5 million)
- Cathedral Village — 110 units at 8614 N. Crawford, \$16.3 million (Total cost - \$33.4 million)

- Anna Mann House — 88 units at the Mann Home estate in Laurelhurst, \$13 million (Total cost - \$28.5 million)
- 115th at Division Street — 138 units 11514 S.E. Division St., \$15.7 million. (Total cost - \$38.3 million)

OPB

Portland Considers Banning Use Of Facial Recognition Software In Private Sector

*By Rebecca Ellis
September 17, 2019*

Portland has taken its first steps toward enacting a far-reaching ban on facial recognition technology, which would limit the use of the software by city agencies and private businesses.

The idea is still in its nascent stage. City commissioners held their first work session on the topic Tuesday. If implemented as currently envisioned by some commissioners, the ban would set a new national precedent and make Portland the first major city to limit the use of the software by the private sector.

“We need to take a strong stance that the automated surveillance state is not welcome in Portland,” said Commissioner Jo Ann Hardesty, who is spearheading the ban with the assistance of Smart City PDX and Portland’s Office of Equity and Human Rights.

Hardesty raised the same concerns surrounding the software as legislators in cities like San Francisco, Oakland and the Boston suburb of Somerville, all of which have recently banned the use of facial recognition technology by city agencies. The software is biased against women and people of color and the way the data is collected can be opaque and ripe for abuse, she said.

“These are matters of privacy, consent and civil rights,” Hardesty told the Council.

But while other cities have stopped short of regulating the software’s usage outside of city government, Hardesty said she “wants to make the exceptions as narrow as humanely possible.”

Hardesty said she began thinking about limiting private sector use after learning that Amazon had sold its powerful facial recognition program to the Washington County Sheriff’s Office, which allowed police to identify suspects from surveillance footage or photographs.

“Whether it’s happening at the moment or a week from now or a month from now, I am very worried about private companies collecting data and storing it, and then making sweetheart deals with law enforcement about how they get access to that data,” Hardesty told the City Council. “If we’re not ahead of this, it will come into Portland and we will not be able to stop this train.”

A spokesperson for the Portland Police Bureau said the bureau currently does not use “facial recognition technology, and there’s no immediate plans to do so.”

Andrew Shearer, the assistant chief of investigation for the Portland Police Bureau, told the Council that while he does see some potential use for the software in limited instances, he’s no expert and the issue “warrants further investigation.”

There are obvious regulatory questions that would arise from a ban that touches software already incorporated into the security cameras and phones of Portlanders.

Mayor Ted Wheeler told the Council that while he supports a private sector ban, he wants to focus on “surveillance technology where we are not completely aware that it’s taking place” instead of the type of technology where the user gave consent, such as “picking up an iPhone and using facial recognition.”

Judith Mowry, a senior policy adviser with Portland’s Office of Equity and Human Rights, agreed, saying this was “far from a Luddite movement,” and that the ban coming into formation should differentiate between consensual and involuntary surveillance.

Mowry said the ban grew out of a concern shared by Hardesty and the equity office over how facial recognition might be implemented in Portland, as certain bureaus had started to express interest in purchasing technology that came with facial recognition.

“Facial recognition is becoming now, like, you get your large fries with your drink,” Mowry said. “It’s just becoming ubiquitous. So as we began to notice that and research that we really wanted to get ahead of it.”

Hector Dominguez, the open data coordinator for Smart City PDX, said he plans to return to City Council in November with a more fleshed-out policy. Council members asked to hold another work session before November to hear from civil rights organizations such as the ACLU and get more input from the Portland Police Bureau.