

## The Oregonian

# More than \$200 million spent by Portland in Lents shows mixed results, audit says

*By Everton Bailey Jr.  
February 12, 2020*

Portland has invested \$207 million in the Lents neighborhood since 2000 to help revitalize the area, jumpstart commercial development and create more housing and family-wage jobs, but the city hasn't checked to find exactly how the spending has impacted the people who live and work there, an analysis shows.

According to a city audit published Wednesday, auditors compared economic and housing data for Lents in Southeast Portland, parts of nearby Montavilla and the city as a whole -- and the results were mixed.

Property values rose by 63% since 2000, 476 affordable housing units were added and the number of jobs in the area increased by 36% since 2003, the audit said. Housing costs grew more moderately than in Montavilla and jobs grew faster.

Other indicators worsened or failed to show the degree of improvement found in Montavilla. Three out of five households that rent in Lents spend more than 30% of their income on housing, more than in Montavilla and citywide. And, while jobs have increased, average wages, when adjusted for inflation, decreased by 4% in Lents between 2003 and 2017 to \$37,606, while average wages citywide went up by 8% to \$61,431.

The audit said 23% of residents in Lents live in poverty and the rates were worse there than in Montavilla and citywide.

[\[Read the audit\]](#)

Prosper Portland, the city's economic development agency, and the Portland Housing Bureau funded various projects in Lents, starting two decades ago. Their stated goals included increasing the homeownership among people of color, creating housing opportunities that allow existing Lents residents to remain there, increasing employment of people of color and supporting businesses and raising their profitability.

Prosper Portland and the housing bureau should do more track to the results that urban renewal investments have achieved in Lents as well as continue to periodically analyze the economic results of their goals and tell the public of their progress, the audit said.

"If the city does not measure progress toward urban renewal goals and results, it cannot make mid-course adjustments strategically," the report said.

According to the report, the largest single allocation from the \$207 million went to revitalizing the commercial area: \$74 million. The audit found the number of businesses in Lents increased by 31% to 764 between 2003 and 2017, but Prosper Portland hasn't tracked if businesses' profits improved.

Around \$41 million was invested in housing, including \$5 million on housing administration and overhead, the audit said. About \$11 million went to helping around 200 people buy their first homes in Lents, according to the report.

The area now houses more people of color than in 2000, but the vast majority rent. The number of homes in Lents owned by people of color actually dropped slightly while rentership soared, the audit found.

The other city spending included \$31 million on administration costs, \$27 million on streets, parks and other infrastructure, \$10 million on Prosper Portland staff and \$7 million to support jobs, the audit said. Prosper Portland hasn't analyzed unemployment data in Lents despite having a goal of improving employment, according to the report.

In a joint letter, Housing Bureau Director Shannon Callahan, Prosper Portland Executive Director Kimberly Branam and Portland Mayor Ted Wheeler, who oversees both agencies, said the audit gave "an incomplete or potentially inaccurate analysis of the progress made." They said the audit didn't highlight other accomplishments they feel were successful such as nearly \$12 million invested in transportation infrastructure in the area as well as parks improvements. A more recent initiative focused on Lents between 2014 and 2019 led to 363 new rental housing units, development of the Portland Mercado and more than around \$1.4 million in loans and grants to businesses in the area, the letter said.

The city officials also questioned whether Montavilla was an appropriate reference point for comparison given differences in land area, population density and other features.

In a response to the letter, the Auditor's Office said the audit focused on economic and housing results "because that's where most spending happened."

"We agree transportation and environmental goals are important and encourage Prosper Portland to report on results in these areas."

## **The Portland Tribune**

### **Sources: Peterson supports strong 'caps' over rebuilt I-5 freeway**

*By Jim Redden  
February 12, 2020*

#### **Plus, celebration of Commissioner Nick Fish's life is Sunday and the switch to daylight savings time tied to crashes**

Metro President Lynn Peterson tried to thread the needle about the Interstate-5 Rose Quarter Improvement Project when she delivered her State of the Region address before the City Club of Portland on Friday, Feb. 7.

Crowd reaction to questions about the project, asked by the moderator, made it clear many, if not most, of the club members oppose the Oregon Department of Transportation plan to add auxiliary lanes in order to reduce congestion and improve safety in the milelong stretch of I-5 through the area.

Peterson did oppose the plan, but said it must address community and social justice concerns if it goes forward. Among other things, she supported requiring ODOT to build "caps" over the rebuilt freeway that are strong enough to support new buildings.

The problem is, such upgrades will push the cost of the project past the current estimate of \$795 million to more than \$1 billion, straining the ability of the state to pay its share.

The regional transportation funding measure being developed by Metro for the November general ballot is expected to include some funds for work in the area, but mostly for surface street connections and bike/pedestrian connections.

### **Fish memorial this Sunday**

Many elected officials, community leaders and Portland residents are expected to turn out for the celebration of the life of the late Commissioner Nick Fish, which was rescheduled to 3 p.m. Sunday, Feb. 16, in Portland State University's Smith Memorial Student Union Ballroom.

The event also will be livestreamed at the student union and online at [nickfishforportland.com](http://nickfishforportland.com).

Fish was the longest-serving current member of the City Council when he died of cancer on Jan. 2. A special election to choose someone to serve the remainder of his term is coinciding with the May 19 primary election.

The Portland State Foundation has established a Nick Fish Memorial Fund for Leadership that will support students in the Hatfield School of Government. To support the fund, donate through the foundation website at [giving.psuf.org/nickfish](http://giving.psuf.org/nickfish) or by mail: PSU Foundation, The Nick Fish Memorial Fund for Leadership, P.O. Box 243, Portland, OR 97207-0243.

### **Daylight saving time crashes**

Traffic fatalities in Portland increased last year, despite the City Council's commitment to the Vision Zero policy intended to eliminate all fatal crashes by 2025.

Transportation officials responded by reasserting their promise to fund additional safety improvement projects throughout the city, and the council referred the renewal of the 10-cent-per-gallon gas tax that funds the Fixing Our Streets program to the May 19 primary election ballot.

But a recent study suggests there's one contributing factor the city has no control over — the annual switch to daylight saving time. According to a study in the Jan. 30 issue of *Current Biology*, evidence shows about a 6% increase in the risk of fatal traffic accidents in the week after the time change each spring. The increase is greater in western states such as Oregon.

## **Willamette Week**

### **Piper Crowell Swooshes Into the Mayor's Race: "My Approach Would Produce a Different Result"**

*By Nigel Jaquiss*  
*February 12, 2020*

**In an interview, we found Crowell optimistic and passionate, but difficult to pin down on policy specifics.**

Piper Crowell is late to the Portland mayor's race. But the onetime soccer goalkeeper has a wide-open field in front of her.

Of the 13 challengers to Mayor Ted Wheeler, only Sarah Iannarone has qualified for public campaign financing. Among the others, anti-gun violence activist Teressa Raiford and architect Ozzie González are the only ones actively campaigning.

So Crowell, 34, Nike's director of global digital and innovation policy, entered the race this week.

Crowell has worked as an environmental activist, a congressional staffer, and lobbyist for the music-streaming company Pandora before moving to Oregon to join Nike in 2017. She has hired veteran campaign manager Paige Richardson, who helped orchestrate a big win in 2018 for the Portland Clean Energy Fund.

That campaign won 65 to 35 percent and activated young and marginalized voters who could be an effective bloc for a Wheeler challenger. We sat down with Crowell to ask her why she's running and why voters should consider her as an alternative.

In an interview, we found Crowell optimistic and passionate, but difficult to pin down on policy specifics. Her responses have been edited for brevity and clarity.

**WW: What do you bring to this race other candidates don't?**

Piper Crowell: I'm younger. I'm going to come in with a more open mind. I think that's just because of how my peers and I view the world. I will be the only candidate I know of who is part of the LGBTQ community.

**Was there a single issue that compelled you to run?**

Yeah, people affected by homelessness. It's hard to walk around Portland for more than an hour and not see it.

**Why would you be more effective on that issue than Mayor Wheeler?**

I believe my work experience and my leadership style and my approach would produce a different result. My plan would be to bring City Council together to work as a team and to make this a crosscutting priority in which every City Council member through their bureau and through their departments would have clear deliverables and a common objective.

**What about Metro's \$300 million-a-year homeless services measure?**

We need more resources. What's tough as a voter is that every time I open up my ballot, I feel like I'm being asked to pay more money on issues I believe in, but with no trust or guarantee money is going to the right places and that we're seeing results.

**Portland city government is a multibillion-dollar enterprise. What in your background suggests you can take on that kind of responsibility?**

I've taken on a lot of jobs and a lot of issues in a lot of areas that I didn't have the exact qualifications. Or I hadn't done before. The way I've been effective in every position I've held and exceeded expectations was working with others and working with a team and being humble about what I didn't know and finding ways to bring other people into the mix.

**How do you disagree with the mayor?**

I have not agreed with his handling, especially this weekend, of protests. I think there's more oversight he can do to make sure our police department is treating people with respect.

**Should the Portland police be allowed to use facial recognition tools?**

I believe so, as long as they are not biased. So when we're talking about good facial recognition tools, yes.

### **Does the mayor have a role on traffic?**

Yes. The mayor can't sit this one out. On the I-5 Rose Quarter project, I think there was a more proactive role the mayor could've played. A lot of politics is in the soft politics and relationship-building.

### **There was an employee protest at Nike recently around the Alberto Salazar issue. What was your position?**

I did not participate in the protest. I had a lot of work to do that day.

### **How are women treated at Nike?**

My experience has been incredibly positive. I work with some amazing women who are incredible mentors to me. And my running for mayor is very separate from my job at Nike, but I view Nike in terms of the incredible work it's done for the city.

### **Will you limit contributions?**

I have spent a lot of time working on campaigns and truly believe we do need campaign finance reform. But the only way it works is if you have that set for everyone.

### **So if Phil Knight writes you a \$100,000 check?**

I would be honored to take it.

## **Portland Mayoral Candidate Sarah Iannarone Picks Up an Establishment Check**

*By Nigel Jaquiss  
February 12, 2020*

**A key question for the second-time candidate is whether she can broaden her support.**

HOW MUCH?

\$50

WHO GOT IT?

Sarah Iannarone, candidate for Portland mayor

WHO GAVE IT?

Don Mazziotti, managing director of Oregon Harbor of Hope

WHY IS IT INTERESTING?

Iannarone is running for mayor under the city's new campaign finance program. A key question for the second-time candidate is whether she can broaden her support beyond the 12 percent of votes she got running against Mayor Ted Wheeler in 2016. Among the more than 1,500 people who have contributed to Iannarone's campaign are plenty of recognizable activists, but checks from establishment figures such as Mazziotti add breadth to her effort. Before partnering with developer Homer Williams on Harbor of Hope, a homeless services center in Old Town, Mazziotti served as economic development director for the cities of Portland and Beaverton and did private development work. Support from figures such as Mazziotti suggests Iannarone is making inroads. "I have known and worked with Sarah for five or six years," Mazziotti says. "I know her leadership capabilities and I wanted to help her to qualify for public funding. I think

she has a lot of new ideas on affordable housing and homelessness that are the city's most vital priorities—not only today but for the next 10 years."

## **Portland's Off-Road Cycling Park Gateway Green Is Getting a Multi-Million Dollar Upgrade**

*By Shannon Gormley  
February 10, 2020*

**The new plans include improved trails, more pump tracks, public restrooms and a new "gravity oriented" trail.**

Portland's only mountain bike park is about to undergo a \$5.75 million makeover.

Gateway Green recently announced that it will begin construction on major upgrades next month. The new plans include improved trails, more pump tracks, public restrooms and a new "gravity oriented" trail.

The 25-acre off-road cycling park opened in 2017 after over a decade of planning. It was intended as a dirt path oasis for Portland's mountain bikers, who've long pushed back against the city's lack of technical, off-road trails.

The upgrades are part of the park's multiphase buildup. The third and final round of construction is not expected to begin for another few years.

Gateway Green will close for construction in March, and reopen when the upgrades are complete in November.

## **The Portland Mercury**

### **Portland's Halfway Into Completing Its 2030 Bike Plan. Biking Advocates Are Disappointed.**

*By Blair Stenvick  
February 11, 2020*

It's been 10 years—to the day—since Portland City Council adopted the Portland Bicycle Plan for 2030, a bike infrastructure plan championed by then-Mayor Sam Adams which promised to make Portland a world-class city for biking. A decade later, incremental progress has been made. But the city's fiercest bike advocates aren't satisfied.

At noon on Tuesday, local cycling advocacy organization Bike Loud PDX will host a rally outside City Hall, which will both celebrate the 10-year milestone and protest what member Emily Guise calls a "lack of urgency" on the city's part on following through on the plan's promise.

When it passed in 2010, the ultimate goal of the 2030 Bike Plan was to make 25 percent of all trips by Portlanders be on bike. The city planned to achieve that by building 681 miles of new bikeways (that can mean bike lanes, bike trails, or greenways), adding safety protections to existing bikeways, and creating education campaigns meant to encourage new people to try biking as a form of commuting.

In addition to setting that ambitious goal of 681 new biking miles, the 2030 plan also included a less-ambitious way forward that would require less funding, and would serve most—but not all—of the city’s residents. Called the “80 percent strategy,” this plan would create 327 new miles of bikeways, enough to ensure that 80 percent of Portlanders live within a quarter-mile of a safe and accessible bikeway. According to a recent draft of a 10-year progress report from the Portland Bureau of Transportation (PBOT), the city is on track to fulfill that 80 percent strategy by 2030, having either built or funded 58 percent of it. But it is nowhere near reaching the 681 miles originally envisioned by the 2030 Bike Plan’s architects.

For Guise, reaching the 80 percent threshold isn’t bold enough action. She wants to see PBOT follow through on the high-level vision the bike plan represents.

“Traffic violence is rising—there were at least 49 people killed by traffic violence last year in our city,” she said. “Safer infrastructure for biking and walking can really help cut down on that. And another big reason is climate change. ... Our [greenhouse gas] emissions are not going down at all.”

Dylan Rivera, a PBOT spokesperson, says it’s the city’s current goal to reach a 25 percent bike “mode share,” or share of commuting methods, by 2035. In 2017, that mode share was 6.3 percent, according to PBOT data. Rivera points to popular 2030 Bike Plan projects like Better Naito, the Biketown bike sharing program, and the protected bike lane on SW Moody as proof the city is still committed to making Portland more bike-able. But he says that community pushback on individual projects can make progress difficult.

“What we find too often is what we think is a minority of people engaging PBOT project by project, saying bike infrastructure isn’t a priority,” he said. Rivera gave the Harrison-Lincoln greenway as an example, saying some “hard conversations” led to serious delays.

But when projects do get completed, Rivera said, they often result in more sophisticated systems than the city would have built before 2010. The city recently did what was originally meant to be a simple road repave on N/NE Rosa Parks Way. After bikers advocated for something more, PBOT ended up reconfiguring the parking to allow for a concrete barrier for a mile-and-a-half stretch of bike lane.

“That was something that ten years ago might have just been a pavement refresh,” Rivera said, “with the lanes going back where they were.”

Guise recognizes that other projects not strictly under the purview of the 2030 Bike Plan also result in good things for bikers. She said Bike Loud PDX is supportive of PBOT’s Rose Lane project, which will build new bus-only lanes and make other transit-priority changes to city streets, because it is also helpful for bikers—for example, bikes are allowed in the new red bus-only lane on SW Madison. Still, she’d “like to see more integration of bike lanes into the plan.”

PBOT has to balance its priorities with limited funding—until a local gas tax was passed in 2016, the city faced over \$2 billion in road repair backlogs. Guise said Bike Loud PDX would like to see the city explore new funding mechanisms for bike infrastructure, such as congestion pricing (the practice of tolling roads at times of high car traffic), or increasing parking fees, as Seattle did recently.

As BikePortland reported last year, Census data shows that biking in Portland recently dipped to the lowest levels since 2007. Guise says the lack of protected bike lanes and prevalence of distracted driving are probably both contributing factors, but also thinks the city could be doing more to encourage biking. She suggested adding more Sunday Parkways, events during which the city shuts out car traffic on certain roads, as a relatively low-cost option.

“I would like to see them not just in the backroads of the neighborhood, but to be on main routes, like Hawthorne, Belmont, Killingsworth,” she said. “Have it on big roads so people can see the economic impact.”

## **City and Police Union Set Ground Rules for Contract Negotiations**

*By Alex Zielinski  
February 11, 2020*

The ground rules for upcoming contract negotiations between the city and the Portland Police Association (PPA)—the union that represents some 950 rank-and-file officers within the Portland Police Bureau (PPB)—are coming into focus.

The city's hoping to finalize the contract before June 2020, when the PPA's current three-year contract expires.

Similar to its past negotiations with the PPA, the city is expected to push for stricter discipline guidelines in the new contract. A community group, made up of police accountability advocates and religious leaders, has called on the city to increase penalties for officers who use deadly force and create a stronger civilian oversight system, among other things.

At the first formal meeting between the two bargaining committees on February 7, attorneys representing each side settled on familiar—and novel—guidelines for the months-long bargaining session. The public meeting, held on the Portland Community College's Southeast campus, set a cautiously amicable tone for the historically tense conversations.

"We'd like to find a happy medium to provide transparency, but keep the bargaining process strong," said Steven Schuback, the outside labor attorney the City of Portland's hired to lead their negotiations.

Schuback, a former Multnomah County prosecutor, has a long history representing both city governments and law enforcement unions across Oregon and Washington ("Name a town, and I've probably represented it," he told reporters Friday).

He also has a history working across the bargaining table from attorney Anil Karia, the PPA's general counsel. Just last July, Schuback worked opposite Karia representing Clackamas County in contract negotiations with the Clackamas County Peace Officers' Association, which retained Karia's counsel.

The city's bargaining committee includes Schuback, Chief Deputy City Attorney Heidi Brown, PPB Deputy Chief Chris Davis, PPB Assistant Chief Ryan Lee, and members of the City of Portland's labor relations department, including Labor Relations Manager Jerrell Gaddis. PPA's team includes Karia, PPA President Daryl Turner, several PPB officers, and Portland's former human resources director Anna Kanwit, who abruptly resigned in 2017.

The last time both parties met to negotiate a contract in 2016, the city was able to negotiate away a "48-hour rule"—a provision that gave cops involved in a shooting two days until they had to speak with internal investigators—in exchange for a 9 percent raise for PPB officers. (It took City Council intervening again in 2017, however, to make sure that 48-hour rule stuck.)

The 2016 negotiations ended with then-Mayor Charlie Hales locking the public out of the City Council vote, with officers shoving and pepper-spraying activists in the process (Schuback says

he's unfamiliar with this violent finale, which grabbed national headlines). The city's hoping for a slightly more transparent and welcoming negotiation this time around.

The February 7 meeting touched on the main rules for the upcoming negotiations between the city and its police union. Schuback and Karia weren't able to squeeze every decision into the meeting, however, leaving some decisions to be made at the start of the first negotiation meeting later this month.

### **Here's what's been agreed on so far:**

- The city and PPA will alternate hosting the bargaining sessions. The city will host all-public meetings, while the PPA's meetings will be closed to the public (and to PPA membership that aren't on their bargaining committee).
- The city will be able to make public tentative agreements reached by the bargaining committees—agreed-upon sections that will make up the final contract—before the PPA and Portland City Council formally approves them. This will let the public follow along with piecemeal decisions being made throughout negotiations, instead of the parties simply sharing the agreed-upon contract days before a City Council vote. Karia raised concerns that the dense legalese used in the tentative agreements would be too complicated for PPA members to understand "without context." According to Karia, PPA members have not been shown tentative agreements in the past.
- Limitless sidebars. When ideas are proposed by either side during a bargaining session, the opposite team may want to step aside to discuss the proposal in private. Both sides agreed that those meetings, called "caucuses," shouldn't be restricted by time limits.
- Both parties will issue a joint press release after bargaining meetings. (This was proposed to keep both sides from "lobbing bombs" at each other through press releases).
- The first bargaining session will take place on Monday, February 24. This meeting will be open to the public and hosted by the city (location TBD).

### **Here's what still needs to be hashed out:**

- Who can attend the private sessions. Schuback asked PPA to consider allowing city employees who aren't part of the bargaining committee, like staff for city commissioners, attend PPA's closed-door sessions to help advise the bargaining team on certain decisions.
- Appearances by "guest experts." Schuback proposed bringing subject area experts or people with a "special interest" to the bargaining table during negotiations. In a conversation with the public following the February 7 meeting, Schuback explained that these individuals would be invited to "bring something productive to the table," not to "berate" officers. If approved by the PPA, this could mean allowing people with lived experience of police misconduct—family members of people injured or killed by PPB officers, perhaps—to have a seat at the table.
- Audio recording. The PPA and City of Portland still need to agree whether or not their bargaining committees can record sessions to review after the fact. (Karia said this could discourage "creative discussions.")

# **The Daily Journal of Commerce**

## **Courthouse transformation facing design hurdles**

*By Chuck Slothower*

*February 11, 2020*

The team proposing a core-and-shell renovation of the historic Multnomah County Courthouse still has hurdles to cross before it can gain the Portland Historic Landmarks Commission's approval.

Historic landmarks commissioners and city staff discussed the project at a three-hour hearing on Monday. They related concerns with transportation impacts and loading on Southwest Salmon Street, removal of some historic materials from the building and changes to lighting, and the placement and size of doors and windows.

GBD Architects is charged with designing a conversion of the full-block brick masonry building completed in 1914 into a modern office space for Portland-based NBP Capital. The 300,000-square-foot courthouse, at 1021 S.W. Fourth Ave., once housed prisoners and is familiar to many Portlanders who have paid traffic tickets and settled legal matters there for generations.

The building on the downtown Park Blocks is listed on the National Register of Historic Places, so proposed changes must also win approval from the National Park Service and State Historic Preservation Office to secure needed tax credits.

NBP Capital purchased the courthouse from the county in November 2018 for \$28 million. After considering a hotel use, NBP has opted to bet on Portland's rapidly expanding office market as tech firms jockey to lease attractive urban workplaces.

Traffic impacts loom large for the proposal. GBD is engaged in ongoing discussions with the Portland Bureau of Transportation regarding loading from Salmon Street and related issues.

"We were hoping we'd be able to come in here with the transportation things resolved," said Agustin Enriquez, a GBD design director. "We're not quite there yet."

A PBOT representative said the agency needs more information from the project team.

"We don't know much about the proposal yet," PBOT's Tammy Borden-King said.

As designed, trucks would back into the building's single loading area, at times blocking both traffic lanes on Salmon Street. PBOT requested the applicant consider moving the loading to Southwest Main Street on the building's south elevation.

"We asked them to study both," Borden-King said. "They declined to do that; they only studied Salmon."

The loading is needed to supply a ground-floor restaurant, and to provide trash and recycling services, Enriquez said.

GBD has abandoned plans for parking at the building.

The building's central courtyard – sort of a donut hole in the center of the square exterior – will enable a contractor to perform a seismic upgrade with minimal disturbance to the structure, Enriquez said.

“We don’t have to remove a lot of material in the center of the building to seismically upgrade a very heavy masonry building,” he said. “That allows the building to be upgraded without really having to gut the inside.”

GBD proposes to convert old jail cells on the penthouse level into transparent office space with substantial window coverage. That portion of the existing structure is made of hollow clay tile. That material is not historically important, commissioners said, adding they were open to granting more leeway at the penthouse level.

Chairwoman Kristen Minor said the height of the penthouse level could be an issue for pedestrians and observers from other downtown buildings.

“I have a little concern that now we’re creating a wedding cake,” she said.

The project previously came before the Historic Landmarks Commission for a design advice hearing on Sept. 9, 2019, and a land use review hearing on Oct. 25, 2019. The project is tentatively scheduled to return on March 23.

Enriquez said the project team should be able to satisfy the commission’s objections.

“I think we could solve all these things,” he said.

## **Portland Business Journal**

### **Why Concordia University's 24 acres in NE Portland won't be easy to sell**

*By Andy Geigerich  
February 11, 2020*

The land on which Concordia University's campus, with at least 10 major buildings on 24 well-wooded acres, seems prime for redevelopment once the college closes this spring. And, the school has said its owners will likely explore selling the property.

But putting anything but another educational institution on the property could prove daunting for even the sturdiest of real estate pros. That's because the majority of the Concordia University campus, in Northeast Portland, is zoned CI1h, or "Campus Institutional 1 with an Aircraft Landing Zone overlay."

In English, that means it's zoned for colleges and medical centers. And, household living uses, such houses or apartments, are prohibited, notes Portland's Bureau of Development Services. (The “h” part of that zoning code simply means no skyscrapers are allowed on the site because it sits close to Portland International Airport, explained bureau spokesman Alex Cousins.)

Is redevelopment, then, even possible for anything but a school or hospital?

It's a long shot. As Cousins explains, a new property owner would need to seek a Comprehensive Plan Map and Zoning Map Amendment to request a zoning change. It's a lengthy process that would ultimately require approval from the Portland City Council.

But that would only come after the Planning Bureau solicits "extensive community involvement" to learn whether nearby residents or others have concerns. The facility is a strong presence in the neighborhood for which it's named.

"The biggest bummer is that Concordia has been such a great community partner there," said Tyler Bump, a project manager for Portland's ECONorthwest. "It's unfortunate they'll no longer be a part of that community."

The physical spread offers several possibilities as well, including a sporty baseball field, historic Luther Hall and the student apartments that sit on the current campus.

Cousins said during the city's current Housing State of Emergency, the dorms on the site could be used for housing and shelter, provided Concordia approves. The Housing State of Emergency lasts until April 2021

Bump added that an expanding institution could find a very useful site in Concordia's stead. Linfield College, for instance, is building a new Northeast Portland campus.

Whoever ends up with Concordia's Northeast Portland real estate holding would likely need to get creative. Operators of Marylhurst University in Lake Oswego, for instance, were still trying to determine what to do with that campus as of last year.

"Pretty much any educational use would be great for that," Bump said. "Other than that, there's really pretty significant limitations on it."

## **The Portland Observer**

### **New Chief Fronts Hiring Video**

*February 12, 2020*

#### **Applicants sought from all backgrounds**

Portland's new police chief is encouraging applicants of all backgrounds and experiences to apply for police work in a new police officer recruitment video.

Resch, who was named police chief last month after former chief Danielle Outlaw resigned to take over the Philadelphia Police Department, talks in the video about how law enforcement has been a great career for her, an occupation she did not think about early in her life.

She said if you or someone you know cares about the community and wants a job that makes a difference, now is the time to apply.

There are currently 104 vacancies in the Portland Police Bureau.

"We need to hire the next generation of Portland Police Officers to join our team to help keep our community safe," Chief Resch said. "We need individuals of all backgrounds to become community police officers; law enforcement experience is not required. This career is rewarding in so many ways and we are excited to hire and train individuals who want to do something that matters. Join us!"

For more information about the job, pay, benefits, and frequently asked questions, visit [joinportlandpolice.com](http://joinportlandpolice.com).

## **KATU 2**

**Rose City prepares to add new district - South Portland - in May**

**Portland's Mayor Wheeler speaks out following sanctuary cities comments from A.G. Barr**