

“Digging deep,
Shining a light”

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Street dining rules

BY ALLAN CLASSEN

With the city's full blessing, Portland restaurants have built all manner of dining shelters in parking lanes. Examples line Northwest 21st and 23rd avenues, where such installations take more space than vehicles on some blocks.

Thanks to an ambitious initiative by the Portland Bureau of Transportation, permits to install seating in the public right of way during the pandemic era are free, and PBOT is eager to hand them out. No inspectors check to see that the platforms and structures meet any standards or size constraints.

It's called the Healthy Businesses Program. It replaces the faltering Street Seats Program, initiated in 2012, which involved substantial regulations and fees, including replacing the lost parking meter revenue for the spaces converted to business use.

Art Pearce, who manages the Healthy Businesses Program, is enthusiastic



A TriMet bus crosses the centerline to get around shelters in the parking lane on Northwest 21st Avenue. Photo by Wesley Mahan

Who benefits when there are no fees and no enforcement of street cafés?

about the results.

“The scale of street life and vibrancy that this program is supporting is pretty notable,” Pearce said, recalling a recent walk along Northwest 21st Avenue after a Timbers game.

A PBOT survey reinforced that con-

clusion.

“Both participants in the program as well as Portlanders at large have been overwhelmingly supportive of this as something that's been a positive outcome of an otherwise very terrible year,” he said. “We're hearing through

really all feedback channels that this is something that's really been good for Portland and has lasting value.”

His comments came at the beginning of a July meeting of the Northwest Parking Stakeholders Advisory Committee,

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Where is our parks money?



Northwest District Association board members Joe McNeil, with son Milo, Tanya March and Noel Johnson at Wallace Park. Photo by Matt Erceg

A little-known system collects revenues here, spends them elsewhere

BY ALLAN CLASSEN

An arcane taxing term has become so vital to Northwest District Association activists that the mere mention of its initial-DCs—needs no explanation.

System development charges were instituted by the city of Portland in the 1990s as one-time fees assessed on new development to help pay for the expanded infrastructure triggered by growth. Each new unit of housing is now taxed to increase the capacity of park, street, water and sewer systems.

The sometimes perverse and unforeseen consequences of this system have bubbled up into public consciousness, especially within the boundaries of the Northwest District Association, where at times cranes on adjacent construction sites seem to joust. More than 3,000 homes have been built here in the past decade.

Interest in SDCs is also heightened within NWDA, whose president (Parker McNulty), a board member (Noel Johnson) and a Planning Committee member (Elliott Gansner) are all residential developers as well as neighborhood residents.

The issue is not just that the development fees are high—toward \$25,000 per unit for multifamily housing—but

Cont'd on page 12

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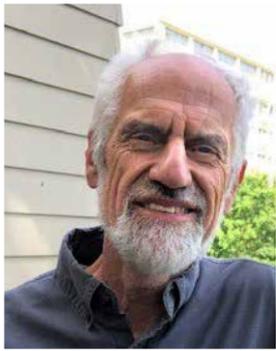


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The masters of the master plan

According to the citizens picked by Portland Parks & Recreation to support the bureau's redesign of the South Park Blocks, the process was fair and open. After all, the plan was posted online, reported in the media and presented at community meetings. Testimony was taken by the City Council before adoption.

In the broadest sense, there was citizen involvement. But not all citizen involvement is created equal.

While Portland Parks & Recreation was guiding its own citizen advisory committee to the master plan, a broader array of citizens was mobilizing to protect the historic character of the South Park Blocks. The independent activists included Mike Lindberg, a former city commissioner who oversaw the Parks Bureau; Stephen Kafoury, a former state legislator; historians; landscape architects; arborists and many daily users of the park who belong to the Downtown Neighborhood Association. A task force prepared a formal nomination for national historic recognition. Former Gov. Barbara Roberts and U.S. Rep. Les AuCoin made a plea to halt the master plan, which would remove a row of trees and replace grass with hardscape to better "activate" the park.

Certainly, PP&R picked a diversity of individuals for their advisory committee, but the selections were weighted toward special interests benefiting from the bureau's plan. Only one of the 21 members of the



committee spoke against the master plan, and she paid a price for doing so.

At the council hearing, two committee members took her to task. One slandered her, accusing her of lying, intimidating, rule-breaking and selfishness and another labeled neighborhood associations, of which she was a representative, as colonialist defenders of white privilege.

So the official citizen advisers came down 20-1 in favor of the city's position, while those speaking at the hearing were 42-8 against it.

To historian and journalist Fred

Leeson, the discrepancy was not surprising.

"What we are seeing today is the sad denigration of one our most beautiful and historic parks by special interest groups that have little interest in the park and its peaceful ambience as a whole.

"Portland State University wants to use its adjoining blocks for its own benefit, with little concern for the whole park. Portland Farmers Market has little concern for the park other than for selling its products. The bicycle lobby has little interest in the park other than creating an invasive bicycle route.

"Even the Oregon Historical Soci-

ety, according to its member on the citizens' committee, is mostly interested in an event space that it hopes will funnel paying customers into the OHS.

"The only good that comes from this project is a detailed inventory of what the park once was and always should be. This information will be invaluable when wiser heads in a future year undertake genuine historical restoration of the South Park Blocks that we damage willy-nilly today."

If any doubt in the self-certainty of PP&R's ramrod approach had been acknowledged, a broader community discussion might ensue.

Instead, City Council members heard all they thought they needed to know and trusted that the whole truth was on the side of the bureau and the cheering section it gathered. The council was prodded by PP&R to act quickly lest a rare opportunity be lost.

The opportunity lost was for a deeper community dialogue in which the best ideas might have emerged, possibly leading to compromise. As it was, master plan advocates and historic preservationists both saw the success of the other side as permanently forestalling their goals, a logical conclusion given the winner-take-all dynamic fostered by PP&R and the council.

The consequence was politics by division and personal attack. We used to believe that Portland had a better way. ■

Readers Reply

Letters can be sent to: allan@nwexaminer.com or 2825 NW Upshur St, Ste. C, Portland, OR 97210. Letters should be 300 words or fewer; include a name and a street of residence. Deadline: third Saturday of the month.

Hardesty tone deaf

"Digging deep, shining a light" said it all in your July issue of the NW Examiner.

Thank you for your accurate coverage of the recent virtual Sylvan Highlands Neighborhood Association meeting with Commissioner Jo Ann Hardesty, which I attended.

While she discussed some critical civic and social issues that need attention, I don't recall any Portland city commissioner any less engaged, more tone deaf or dismissive of our neighborhood issues or concerns. Her negative pushbacks on every discussion topic, as

well as her damning comments about our Portland police, were very telling.

Since that meeting, SHNA leadership has gone it alone and continued to engage developers on the Southwest 58th Avenue parking issues.

I have lived in the Sylvan area nearly 48 years. Having labored along with SHNA on the protracted discussions with PBOT, ODOT and TriMet engineers long ago during the Westside Light Rail tunneling project, I learned that real civic dialogue takes time and patience. At the time, we had active listeners at all agencies, and a reasonable outcome was achieved.

It saddened me to leave the virtual meeting with Commissioner Hardesty only to realize that active

listening in search of any mutual solution isn't happening anytime soon.

Robert Knoll
SW Elm Lane

Awesome neighbors

The president of the Pearl District Neighborhood Association, Stan Penkin, and his band of neighbors are awesome for stepping in at personal risk to deter political violence in their neighborhood. I am not sure I would have the charity or the courage to share a beer with these modern day Brownshirts.

Civic resistance by concerned citizens is inspiring but

Cont'd on page 5

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Muriel Collins



Muriel Marian Collins, a 1946 Lincoln High School graduate, died June at age 92. She was born Oct. 7, 1928, and grew up on a farm in Portland. She married John Collins in 1950.

After high school, she worked at Pacific Northwest Bell and then at her husband's dental practice in downtown Portland for 35 years. After his death in 1983, she worked for 17 years as a receptionist at Stoel Rives LLP. She was a lifelong member of the First Presbyterian Church, where she taught Sunday school and served as a deacon for decades. She was a member of the Portland Golf Club and the Multnomah Athletic Club. She is survived by her children, Melanie Perko, Drew Collins, Michelle Lea Collins, and Todd Collins; nine grandchildren; and 11 great-grandchildren.

Michael Munk



Michael Munk, who escaped Nazi-dominated Eastern Europe with his family in 1939 and later became a leading historian of Portland radicals, died last month at age 87. He was born July 5, 1934,

in Czechoslovakia, and immigrated with his family to Portland, where he attended Hillside School and graduated from Lincoln High School in 1952. He received a bachelor's degree from Reed College, a master's degree at the University of Oregon and a doctorate from New York University. He taught political science for 25 years at Midwestern and East Coast schools before returning to Portland in the mid-1990s. In 2007, he published, "The Portland Red Guide: Sites & Stories of Our Radical Past." He worked with the Oregon Cultural Heritage Commission to dedicate a bench in Washington Park to John Reed. He married five times and had no children.

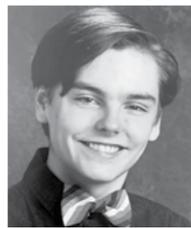
Margaret Christenson



Margaret Jean "Peggy" Christenson, who graduated from Lincoln High School in 1961, died July 19 at age 78. Peggy Ritter was born in Portland on April 20, 1943. She attended Marylhurst College,

where she studied art. She married Eric R. Christenson Jr. in 1968; he died in 1996. They settled in Sherwood and in 1985, they opened the Grey Whale, a gift store on the Long Beach Peninsula they operated until 1998. She was a member of the Multnomah Athletic Club. She is survived by her son, Eric F. Christenson; sister, Janet Simpson; and two grandchildren.

Christopher Hakala



Christopher Kandlin Hakala, who graduated from Lincoln High School in 2019, died June 24 at age 21. He was born in Santa Rosa, Calif., on Jan. 12, 2000, and moved with his family to the Pearl

District in 2011. He attended Chapman Elementary and East and West Sylvan middle schools. He is survived by his father, Jon Hakala; stepmother, Meghan Hakala; and sister, Shayane Hakala. A memorial gathering will be held Monday, Aug. 16, 6 p.m., at Jamison Square. Donations may be to the National Alliance on Mental Illness.

Olivia Froebe

Olivia Ann Froebe, a reading specialist at Ainsworth Elementary School, died July 25 at age 85. Olivia Tharaldson was born in Pendleton and graduated from The Dalles High School. She received bachelor's and master's degrees from the University of Oregon. She married Jerry Froebe in 1958. She taught English at

North Eugene High School from 1957-1961, and after moving to New York, returned to Portland, where she taught at Jefferson High School for 16 years before retiring in 1993. She was a member of the Multnomah Athletic Club, Portland Garden Club, Ascension Episcopal Parish, Mazamas and Junior League. She is survived by her husband, Jerry; daughters, Dana and Heidi; sister, Linda Howe; and one grandchild.

William H. Stockwell



William Herren Stockwell, a 1959 Lincoln High School graduate and former Northwest Portland resident, died May 26. He was born June 3, 1941, and attended Riverdale Grade

School and Lewis & Clark College. He served for six years in the Air National Guard. He co-founded In-Mar Sales Inc., an industrial and marine supply company, retiring after 42 years. He married LoAnn Park in 1966, and they lived on Northwest Thurman Street from 1996-2011. He is survived by his daughter, Cindy Schaffer; son, Rich; brothers, Page and Charles; sisters, Ann Cowger and Laura; and three grandchildren.

Adrian Stuehler



Adrian Michael Stuehler, a Northwest Portland resident who worked for the NW Examiner for several years, died July 15 at age 71. He was born Dec. 24, 1949, in Stuttgart, Germany,

and immigrated to the United States in 1976. He moved to Portland in 1981. He worked as a printmaker and graphic artist and had several freelance jobs, including proofreading and delivery for the Examiner from 2006 to 2010. He had been homeless since his apartment building on Northwest 19th was destroyed by fire in about 2000. A memorial gathering will be held at Anna Bannanas, 1214 NW 21st Ave., Sunday, Aug. 8, at 4 p.m.

Carrie H. Saito

Carrie H. Saito, a 1956 graduate of Lincoln High School who grew up in Old Town, died July 26 at age 83. She was born July 20, 1938, and attended Shattuck Grade School. She and her family

were interned during World War II. She received a bachelor's degree from Willamette University in 1960, a master's degree from Oregon State University in 1962 and a degree in psychology from the University of Oregon. She worked for Portland Public Schools for 35 years, 28 of them as a psychologist. Her brother Norio died in 2019.

Death Notices

ANN V. BARTSCH, 70, former director and president of Friendly House.

WILLIAM LEE (BILL) BRENNAN, 77, attended Lincoln High School.

MELVIN C. "BUD" DONALD, 76, member of the Multnomah Athletic Club.

JOYCE TAKAKO FEDLER, 78, graduated from Lincoln High school in 1960.

HELEN JOHNSTON, 86, receptionist at First Immanuel Lutheran Church.

IRVING J. LEOPOLD, 95, graduate of Lincoln High School in 1944.

MILICENT E. "MICKI" NAITO, 96, civic leader and member of prominent business family.

JOHN D. NERHEIM, 71, Lincoln High School graduate.

CHELSEA L. NEWMARK, 32, member of the Multnomah Athletic Club.

DOROTHY POZNANSKI, co-founder and operator of Phillip Electronics Co.

MICHAEL C. PRANGE, 76, a medical social worker at Legacy Good Samaritan Medical Center for 40 years.

The Northwest Examiner publishes obituaries of people who lived, worked or had other substantial connections to our readership area, which includes Northwest Portland, Goose Hollow, Sauvie Island and areas north of Highway 26. If you have information about a death in our area, please contact us at allan@nwexaminer.com. Photographs are also welcomed. There is no charge for obituaries in the Examiner.

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Readers Reply

no substitute for what our city leaders need to do: Support the police and prosecute perpetrators of political violence instead of releasing them without charge.

Oh yes, and give us back our statues, thereby showing that going forward, you will refuse to genuflect before those who shout (and smash) the loudest. Until then, the city of Portland will fail to live up to the motto on its vehicles: "The city that works."

Juliet Kane
NW 25th Ave

City encourages homelessness

Your July editorial talks about high land values and high rates of homelessness in Portland. A Professor Patrick Condon from the University of British Columbia thinks we should solve our problems by more taxes and more regulation and density bonuses. No.

High residential prices do come from the fabled market system, even though it is squeezed two ways by big boom constrictors. The first is natural demand for housing in Portland because Portland has huge high tech industries and a good economy and more and more people want to live here and they want houses. That's one constrictor. The second is government.

Government makes it impossible to build outside the perimeter of Portland, which obviously makes for less housing and higher prices. Government imposes more and more restrictions on building and selling and renting property, and that makes it harder to create more housing. True, roads and infrastructure do and should enable people to live here, but, no one would live here if this weren't a natural and delightful place to make a living building things that people use, like shoes and computers.

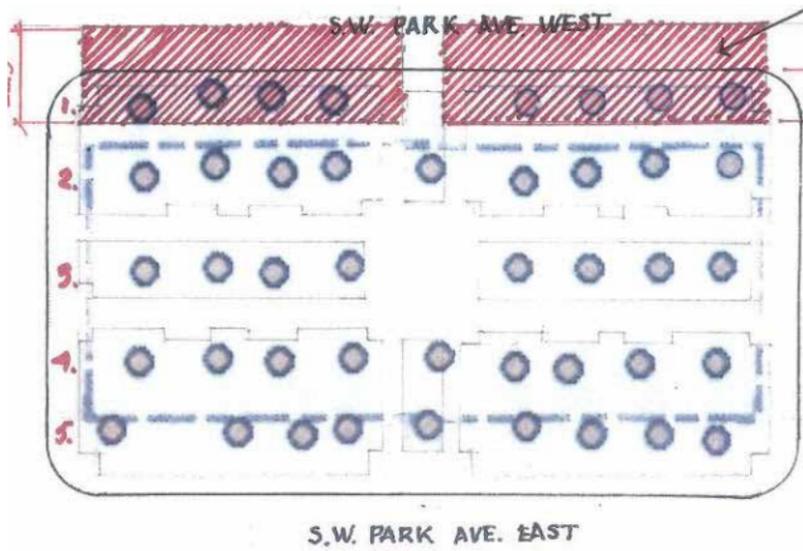
As to the alleged homeless and the true homeless, the city does its best to encourage homelessness by facilitating residence on the public lawn. Once people get used to this life, it is hard for them to change. Our culture and government should encourage and prod people to be responsible. It should not encourage people to be miserable, unsatisfied, unproductive residents of our streets and parks.

Roger Ley
NE Summer St.

Not so stupid

In the July issue, I was quoted at the Pearl District Neighborhood Association board meeting as saying that I thought the City Council vote against Commissioner Hardesty's proposal to expand the Portland Street Response pilot program city wide was "just plain stupid."

I now realize that opinion was based on very limited



This illustration prepared by architect and preservationist William Hawkins III was questioned by reader Roger Brown. See letter and editor's note below.

information about why members of City Council did not support the proposal, and I would like to set the record straight and apologize to the City Council for my poor choice of words.

After watching the May 13 council session and doing further investigation, I now have a much better understanding of why the majority of the council did not support the expansion at this time, and I agree that further evaluation should be conducted before expanding the program.

This does not mean that the program will not continue to be funded; it simply means that it will not be rolled out citywide until there is an opportunity to conduct further evaluation and make necessary adjustments to ensure that the program is successful.

The purpose of the Lents pilot program is to implement, evaluate, improve and correct operations before executing a full rollout.

Until there is further evaluation and evidence to show that the pilot program is meeting measurements for success, I support the City Council's decision not to expand the program at this time.

Mary Sipe
PDNA Board Member

Listen to experts

I'm all for reinvigorating the South Park Blocks' strengths: tree-canopy shade in the summer and dappled daylight in the winter. But as someone who lives a block away from the South Park Blocks (and walked through it, sat in it, or pedaled alongside it at all hours),

I am 100 percent certain that our iconic stretch of sanctuary can be less of a tired, fusty fixture and more of a healthy, vibrant, interactive space. If we really want these beloved Park Blocks to survive another 150 years, listen to the experts and invest.

Daniel O'Brien
SW 10th Ave.

There seems to be a large amount of disinformation regarding the proposed South Park Blocks Master Plan. Your lack of fact checking in the Going Back article [July 2021 NW Examiner] is a disservice to your readers. This article and an accompanying photograph seem to imply that the proposed bike lanes (the Green Loop) will encroach on the park and require removal of existing trees. A review of the master plan (page 109) clearly shows this is not the case. Only the removal of the bordering narrow sidewalk will occur and the plan plainly states that "No tree removal is proposed."

The article states that the "park was never intended to be a thoroughfare for vehicles of any kind," and yet the author does not seem to have any problem that the park is currently bordered on each side by lanes dedicated to automobiles. I have certainly been disappointed in the Examiner lately in its negative coverage of proposals and plans designed to improve the way we get around the city in anything but a car (Northwest in Motion, for example).

Roger Brown
SW Edgewood Road

Editor's note: It is true that the Green Loop itself would not necessitate the removal of trees. However, a map (shown above) on Page 91 of the master plan shows the row of trees in question replaced by "understory planting of native and adaptive plants." The map indicates only three rows of trees remaining where there are now five.

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“All indications are that this is something that will be a lasting element of Portland’s future.”
– Art Pearce, manager of Healthy Businesses Program



The corrugated aluminum shelter at Southland Whiskey Kitchen on Northwest 23rd Avenue has apparently taken a few hits in the past year.

“Street dining rules” cont’d from page 1

a citizen body advising PBOT on the parking meter program encompassing most of the Northwest District.

Committee member Don Singer, a commercial property owner, seconded Pearce’s observation.

“We see the added vitality on the street on 23rd,” Singer said. “It’s helping a lot of our tenants who don’t necessarily have the sidewalk presence. Things have improved to the point where they’re seeing foot traffic.”

But for the first time, Pearce heard discouraging words about streets used as extensions of restaurants.

“I’m not as fond of this as some people seem to be,” said Jeanne Harrison, a retired PBOT planner who represents the Northwest District Association on the advisory committee. I find it very difficult to get down the sidewalk with businesses having both sidewalk tables and stuff in the street.”

The popularity of the program proves nothing to Harrison.

“The reason people are doing this is because it’s free,” she said. “When they had to pay for it, they weren’t doing it. I talked to one of the people who had tried doing a Street Seat, and he said it just doesn’t pay for him.”

Rick Michaelson, who chairs the advisory committee, said evaluating the program is not as simple as affirming that restaurants like it.

“As a landlord for a number of restaurants, they’re getting a bargain compared to what landlords are charging for square footage,” Michaelson said.

While conceding that “this program has been a help to me,” he said it has raised dilemmas.

He has had to “mediate between my upstairs office tenants in a building where a restaurant tenant has taken over the street and taken away parking and expands and expands without any enforcement. All I can tell the tenants

upstairs is, ‘I have no control over it. It’s a city program.’

“I think we need to be more careful about how these are approved,” he said.

Michaelson also noted traffic problems created by street shelters extending eight or more feet into the street, about two feet beyond parked cars. When such installations are on both sides of the street, buses and trucks have difficulty passing.

Committee member Karen Karlsson said standards are needed for the mix of “eclectic and haphazard” structures that have been built.

“What I don’t like about some of them is they’re just too permanent looking, and others are too impermanent looking,” Karlsson said.

Pearce pushed back.

“The more standards we create, the more city staff we create to enforce those standards, so I think it’s just some question about return on investment,”

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Karen Karlsson (above), Rick Michaelson and Jeanne Harrison, who serve on the Northwest Parking Stakeholders Advisory Committee, have raised fundamental questions about the city's under-regulated street café program.

he said.

Pearce defines return on investment in broad social terms.

"That is part of the broader lens we will be taking," he said. "What does this do to the broader vitality of Portland, to the support of small businesses—specifically small BIPOC entrepreneurs—and how this may be providing them with opportunities is part of what we'll have to look at."

There is another way to look at the social mission concept.

While PBOT sees social benefits in giving public space to business use, doing so countermands the Stakeholders Advisory Committee's core purpose: spending net revenues of the parking meter program for the transportation-related benefit of the community. Without sufficient meter revenue, there are no funds to spend on local transportation amenities, infrastructure or programs.

Those programs include subsidizing parking permits for low-income residents, alternative transportation passes for those who relinquish their parking permits, as well as investments in pedestrian and bicycle infrastructure.

If there is a tradeoff between these two forms of social good, the Portland City Council never had that discussion.

"The City Council covered the cost of this program through July 1 [2022]," Pearce said, "allowing it to continue to be free."

The council covered revenues lost by PBOT but did not replace revenues lost for local transportation-related programs.

PBOT is considering imposing a fee structure after next July.

"If we charge as much as we can for this, we will only have business owners who can pay benefiting from this

program. We need to come up with a balancing act for the program so that more emergent businesses or businesses with lower profit margins are also able to take advantage of it, not just the very top end."

Pearce believes expanded non-auto uses of streets are in Portland's future.

"We are projecting a shift in modal usage over time [toward] continuing to provide enough opportunities for walking, cycling and taking transit so that people are able to access this neighborhood without needing a vehicle so much.

"One of the other elements that we've seen a lot of is side-street plazas, in which either a portion of the street or the entire street is closed to allow for multiple businesses as well as public use," he said. "That's goes beyond the commercial use of the right-of-way to public benefit of the right-of-way."

"We're looking at Healthy Businesses as anchor tenants to the broader potential for plaza-type use," Pearce said. "All indications are that this is something that will be a lasting element of Portland's future."

Liberating streets from vehicle dominance may be in the future, but Michaelson believes there is current justification for charging to do business on them. Some businesses can afford to pay for use of the right-of-way and probably should be doing so, he said.

"If you're a restaurant, and you're utilizing this, it's a great asset to you," Karlsson told Pearce. "But if you're a neighboring business that doesn't utilize the [program], parking places are gone.

"So please make sure that you're factoring—not just, is it great for the businesses that are getting it—but is it great for vitality? Is it fair and equitable?" ■

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NW PORTLAND / PEARL DISTRICT DEVELOPMENT MAP

2771 NW THURMAN ST.

Edgar Waehrer and Susan Sturgis have proposed five three-story row houses at Northwest 28th and Thurman Streets adjacent to 10 similar homes they built in 1992-93. Garages to the rear would be entered from a single driveway.



FIREHOUSE THEATRE

The former Firehouse Theater at 1436 SW Montgomery St. is on the list of possible city-owned sites for six "managed villages" for homeless people. Decisions on the six sites are to be made this month.



BLOCKS 161-262

The national developer behind two mixed-use buildings west of St. Patrick Church pulled out of the project, but it has been taken over by Greystar Worldwide LLC, which has an office in the Pearl District. SERA Architects has designed a mini park behind the historic church to keep the larger of the two buildings from overshadowing it.

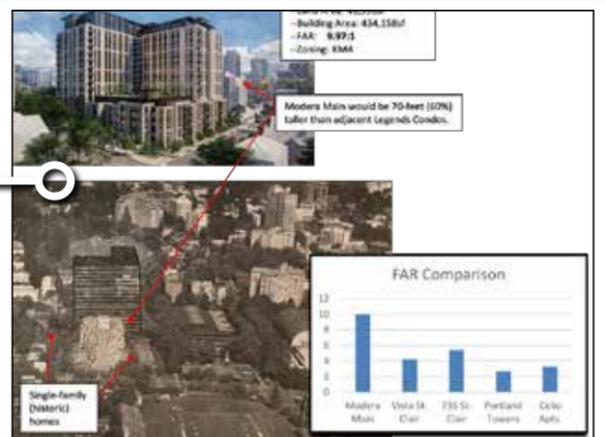


NORTHWEST 23RD AND MARSHALL

The Portland City Council rejected an appeal by the Northwest District Association concerning the design of a five-story mixed-use project on the former site of the Quality Pie restaurant. NWDA challenged the proposal for violating a city-adopted design guideline requiring the top floor to be stepped back along 23rd Avenue. Instead of an apparent height of 45 feet, the eastern façade will be 55 to 65 feet tall.

SUSAN EMMONS NORTH & SOUTH

Demolition has begun on five apartments built in 1940 to make way for two apartment buildings straddling the historic Buck-Prager Building at 610 NW 18th Ave. The north building will have 98 units of affordable housing on six floors, and the south building will have 48 market-rate units on four floors.



MODERA MAIN

A 17-story apartment building and parking garage project developed by Mill Creek Residential Trust in partnership with the Multnomah Athletic Club went to design review Aug. 5. The Goose Hollow Foothills League argued that the building would be out of character and more than twice as large as any structure in the neighborhood.



For an interactive and continually updated version of this map, visit: NextPortland.com
Also see the development map maintained by the Goose Hollow Foothills League: goosehollow.org/images/GooseHollowDevelopmentMap.pdf



In other news . . .



Pergolas in Pearl

Last month the Pearl District Neighborhood Association celebrated the installation of five pergolas, 12-foot-tall wooden structures to house booths for artists, musicians and vendors through at least October.



Phoenix Fridays

Phoenix Fridays continue through Aug. 27 along Northwest 13th Avenue between Everett and Flanders streets.

Phoenix Fridays are one of the programs promoted by the Pearl District Neighborhood Association to activate 13th Avenue.

Slabtown Outdoor Market

The monthly Slabtown Outdoor Market returns Sunday, Aug. 8, and Sept. 12, 11 a.m.-6 p.m., at The Carson, Northwest 21st and Savier streets.



Tandoor Indian Kitchen

Tandoor Indian Kitchen, a fast-casual restaurant featuring Indian-style cuisine, will open its fourth Portland location at 1037 NW Flanders St. this month.

Besaw's

Besaw's restaurant, 1545 NW 21st Ave., is temporarily closed for remodeling, according to a sign on the door and a voice mail message.

Café Nell aided by broad package of regulatory relief

By ALLAN CLASSEN

City Commissioner Dan Ryan's office and the Bureau of Development Services considered administrative and legislative fixes that help Café Nell legalize its expanded outdoor seating during the COVID-19 era.

Because the restaurant is located on residentially zoned property at Northwest 20th and Kearney, it is not allowed to expand or intensify its operations.

After months of proposals by various City Hall actors—none of whom answered the NW Examiner's question: Would this benefit any business besides Café Nell?—a broader solution was rolled out in June.

Commissioner Ryan introduced a package of 11 regulatory adjustments covering murals, signs, home businesses, boarded up windows and rooftop mechanical equipment.

Allow retail and service businesses to operate in parking lots owned or leased by the business.

Exempt limits on nonconforming uses.



Waive design review requirements on tented structures on parking lots.

The emergency ordinance was adopted by the council unanimously on July 14 with an expiration date of March 31, 2023.

The ordinance puts in abeyance a directive by BDS giving the business 90 days to apply for a nonconforming review and another application for an amendment to the city's Comprehensive Plan.

Abutting neighbors complained about noise and disruption emanating from the outdoor dining area, but the City Council denied their appeal in April, approving a noise variance for an industrial-scale outdoor heater and for amplified music on the parking lot.

NOBBY NEWS

Vol. 27, No. 8 "News You Can't Always Believe" August 2021

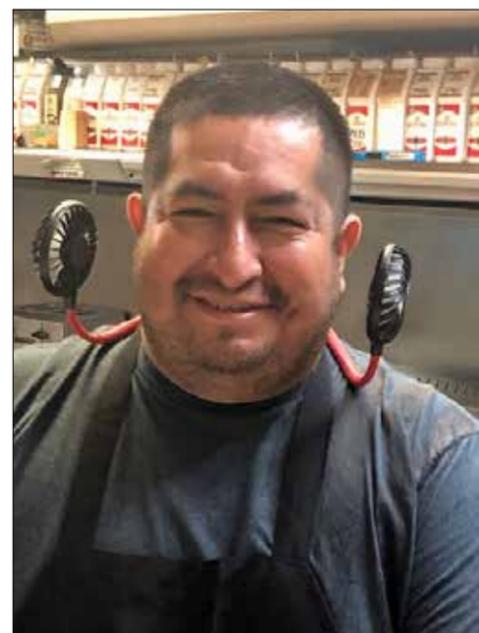
Cool cooks

It may be August, but the kitchen crew at the Nob Bill Bar & Grill is rocking around the Christmas tree!

Head chef Cammi is to blame. His new cooling collar keeps cool air blowing around his head but emits no sound. Cammi insists he hears cool music.

Jerry likes to work while listening to reports on the Artic. Chris prefers a sound loop of "White Christmas."

Cammi is a sly one. Nobby's summer kitchen has never been happier. So if you observe the



Nobbys staff swaying to music only they can hear, don't disturb them. They're being cool.

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Pearl backpedals on Portland Street Response expansion



Pearl District Neighborhood Association President Stan Penkin (left) said Portland Street Response "is a program that's not proven to work."

PDNA board member David Dysert said a similar program has been successful in Eugene for many years.

"Just calling [Portland Street Response] a failed program isn't enough."

**– BettyLou Koffel
Pearl District
Neighborhood
Association board
member**

BY ALLAN GLASSEN

Alarm ruled the day in June when the Pearl District Neighborhood Association board called for rapid expansion of the Portland Street Response to serve the downtown area, where disorder surrounding homeless camps was most evident.

Last month, the board concluded that it had been hasty.

After thinking it over, President Stan Penkin did not send a letter to the City Council as directed by a unanimous board vote (with three abstentions).

"Quite honestly, I couldn't write that letter," Penkin advised his board.

He called the PSR pilot program, in which unarmed mental health and medical technicians respond to emergency calls, as "a failure," citing problems with dispatch and long waits for responses.

"It's a program that's not proven to work," Penkin said.

David Dysert, the PDNA board mem-

ber most vociferously advocating for expanding the program, was not happy with the reversal.

"For crying out loud, Eugene has been doing this for 20 years!"

(Eugene's CAHOOTS program, a model for Portland Street Response, was established in 1989.)

BettyLou Koffel took Dysert's side.

"We had a long conversation last month," she said, "and now we're having another long conversation."

Koffel called the criticisms of the program anecdotal.

"Just calling it failed isn't enough," she said.

But the board agreed, with one abstention, that the matter should be tabled.

Other Central City neighborhood associations, faced with similar situations, held firm on their original calls for expanding Portland Street Response.

"I'm shocked," said Tiffany Hammer, when told of PDNA's about-face.

Hammer co-chairs the Portland Public Safety Action Coalition and serves on the board of the Goose Hollow Foot-hills League, which also called for PSR expansion.

"We're going to stay steadfast because we're in a crisis," she said, referring to almost daily fires of tents as campers retaliate against each other.

While the council and PDNA claimed there is insufficient data to show Portland Street Response has been successful in its limited service area, Hammer took another view of the pilot project, which has been handling only about two calls per day.

"If you're not getting enough data, go where you're going to get the data," she said.

The program was expanded beyond its original Lents base into the Montavilla neighborhood recently.

The Downtown Neighborhood Association and Southwest Hills Residential League, likewise, saw no need to reconsider their earlier requests to bring PSR into the city core. ■

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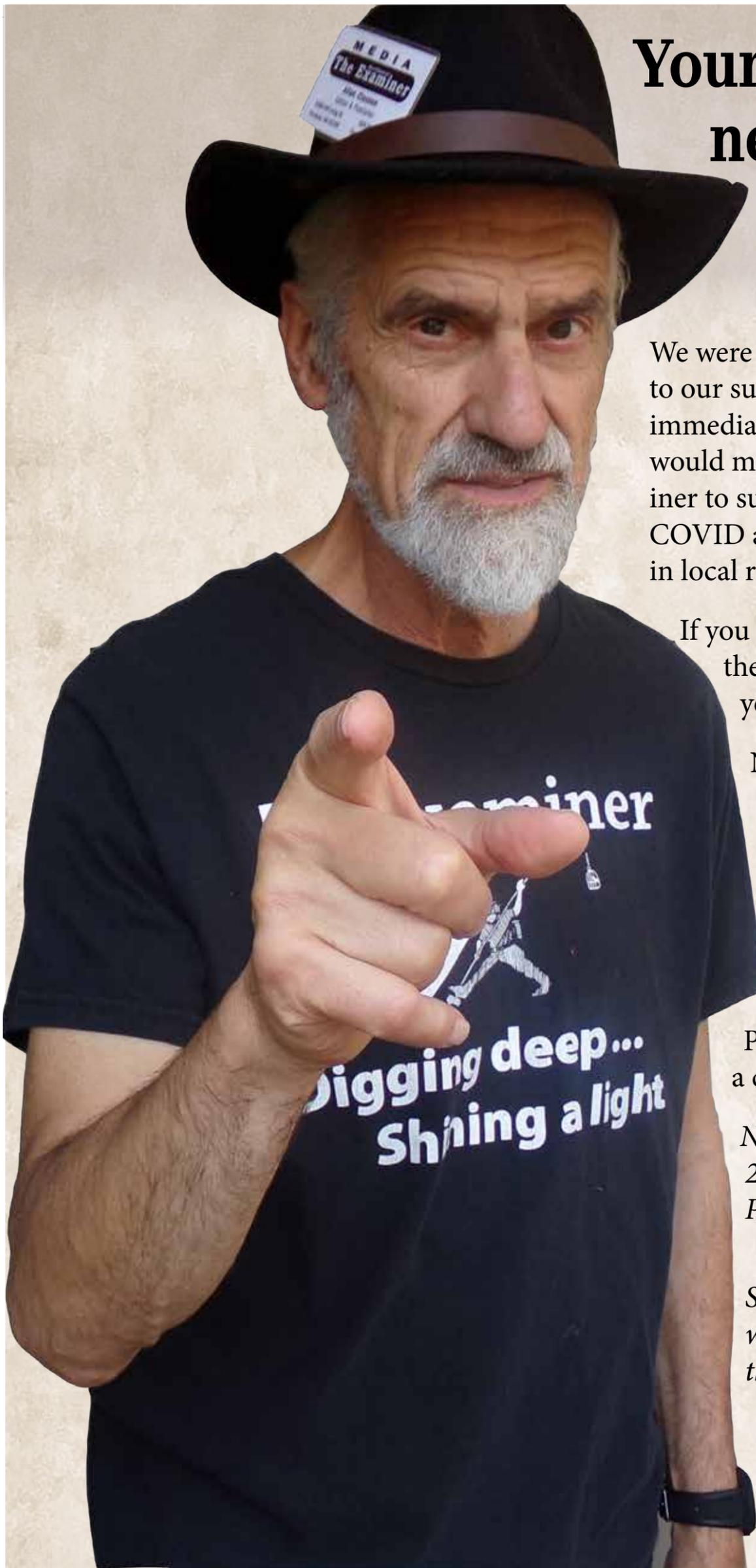
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"Where is our parks money" cont'd from page 1



"We have paid in over \$17 million in the last 10 years for a new park. ... We have received precisely none of that."

**— Noel Johnson
Northwest District
Association board
member and real
estate developer**

where the revenues are distributed. Or in this case, where they are not distributed.

Members of the NWDA Planning Committee have compiled a spreadsheet listing 29 projects built in the Northwest District since 2014.

"We have paid in over \$17 million in the last 10 years for a new park," Johnson said. "The city of Portland is sitting on that money. We have received precisely none of that."

To come up with that figure, Johnson counted the number of units in each new building and multiplied by the rate per unit (ranging from \$5,632 before 2015 to \$6,472 now) and came up with \$17,379,799. It would be more if single-family houses, which also pay SDCs, were included.

Park development charges aren't even half of the story. But the charges for streets, water and sewer are based on data unknowable without access to city records. Johnson sought this information but learned it was retained by different bureaus, each one requiring public records searches at considerable cost.

Parks investments, more visible than underground utilities, also form a reference point on the expenditure side of the balance sheet that is understandable to the general public.

Parks SDC investments are not designated for any particular park or neighborhood. Still, Northwest neighborhood activists—eyeing Northwest 20th and Pettygrove, where a city park has been in the works since 2012—are dismayed that so little is going to an area that has paid so much.

Since the 2008-09 fiscal year, \$1.64

million has been spent in broadly defined Northwest Portland, a category including Washington Park in the Southwest quadrant and sprawling Forest Park according to PP&R accounting. Almost all of the expenditures listed by the city for Northwest Portland (83 percent) have gone to Forest Park. The only spending in the more limited neighborhood known as the Northwest District has been

about \$5,000 in its Slabtown subsection.

So Johnson may not be right in saying none of the \$17 million have been spent in the district. In fiscal year 2014-15, \$3,397 was allocated for a Slabtown park, and a year later, \$1,970 for a property in the vicinity. An extremely slim return on \$17 million.

McNulty, who recently completed a 64-unit apartment building on Northwest 23rd Avenue, said he paid nearly \$1 million in SDCs on the project. Two years ago, he suggested that the organization support a motion recommending that all of that money be spent in the neighborhood.

"I'm dead serious," he said. "This is ridiculous."

No one took him up on the challenge. As most at the table understood, SDCs don't work that way. Technically, a share of revenues is supposed to be spent in the same district where it was generated, but since the city defines only two districts—the central city and the rest of the city—and a finger of Northwest Portland where almost all of the recent construction has been

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The Carson apartment complex at Northwest 21st and Savier streets contributed \$2.2 million in system development charges for its 384 apartment units in 2018.

happening is considered part of the central city, that system does nothing to steer dollars into Northwest Portland.

“The problem is that they gerrymandered Conway [also known as Slabtown] into the central city sub-district, giving them lots of places to spend the money,” said Rick Michaelson, a developer and former NWDA president who served on the Portland Planning Commission 16 years.

Steve Pinger, a development consultant and longtime member of the NWDA Planning Committee, said the original idea of SDCs enabled by the Oregon Legislature in 1989 was sound: “You don’t want the existing city to subsidize growth, i.e. public money paying for private interests.”

That was the picture in policymakers’ minds in the 1980s. Subdivisions extending into farmland where no utility lines or streets existed posed a measurable burden on the general treasury of cities. But when new construction is primarily infill of existing neighborhoods where infrastructure has been in place for decades if not a century, the need is for maintenance of old and perhaps crumbling streets and pipes.

“That’s the fundamental dilemma of SDCs,” Pinger said. “Northwest Portland does not need new roads; we need maintenance of existing roads.”

But SDCs cannot be used for maintenance.

Oregon law limits SDC funds “solely on capacity-increasing capital improvements,” which are defined

as increasing the level of performance or service of existing or new facilities.

Where could SDCs be spent to help the Northwest cope with rapid growth?

The planned Slabtown park is the most obvious answer. Portland Parks & Recreation has budgeted \$5 million for that purpose to cover land acquisition, design and construction of the park. Will that be enough? Assuming the land is donated as per an agreement with the developer of the western half of the block, perhaps. But SDCs could ensure a better park with greater capacity to serve the community.

Tanya March has served 18 years on the NWDA Parks Committee, which she now chairs. She has given considerable thought to the best use of system development charges.

March believes at least two-thirds of the revenues should be spent in the neighborhoods where they were generated “as mediation for the impact these new developments have on the adjacent community.”

The other portion could go to communities with new low-income housing units that are not required to pay SDCs.

“First priority should go to projects serving residents and household pets of the 3,000-plus new dwelling units—projects that will also benefit families and children and dog parents who have no yards and live in the very density Portland planners cherish and exalt.”

March also thinks members of the

System Development Charges spent in Northwest Portland

Fiscal year	Amount	Project cost/description
2019-20	\$435,273	\$278,511 Wildwood Bridge development \$83,985 Forest Park entrance and trailhead \$28,884 Forest Park restoration improvement \$40,392 Forest Park property acquisition \$3,500 Forest Park Linnton property acquisition
2018-19	\$15,164	\$83,116 Forest Park restoration \$75,125 Forest Park Wildwood Bridge \$20,425 Forest Park property acquisition \$5,371 Kingsley Community Garden \$-168,873 Forest Park entrance and trailhead
2017-18	\$286,674	\$283,225 Forest Park entrance and trailhead \$3,450 Wildwood Bridge
2016-17	\$585,043	\$557,754 Forest Park entrance and trailhead \$27,288 Forest Park property acquisition
2015-16	\$175,799	\$93,354 Forest Park entrance and trailhead \$79,600 Washington Park parking meters \$1,970 Conway property development \$874 Forest Park Balch watershed
2014-15	\$184,767	\$55,899 Japanese Garden contribution \$3,396 Slabtown Park \$125,471 Hoyt Arboretum land acquisition (TPL)
2013-14	0	
2012-13	0	
2011-12	0	
2009-10	0	
2008-09	0	
2007-08	\$246,168	Forest Park land acquisition (Alder Ridge)
2006-07	\$7,500	Forest Park land acquisition (Alder Ridge)
Total	\$1,682,720	

New Housing Construction in NW District

Development Name	Address	Units	Complete	Developer	Parks SDC rate	Parks SDC's paid
Adby	1222 NW 18th Ave.	104	2014	Larry & Jason Tokarski (Mountain West)	\$ 5,632	\$ 585,728
Savio Street Flats	2270 NW Savier St.	179	2015	Sam Rodriguez (Mill Creek Residential)	\$ 5,632	\$ 1,008,128
Aspen	2651 NW Thurman St.	14	2015	Erik Opsahl (Rainier Pacific)	\$ 5,632	\$ 78,848
Sawyers Row	1958 NW Raleigh St.	40	2014	Tom DiChiara (while @ CE John)	\$ 5,632	\$ 225,280
Benevento	1606 NW 23rd Ave.	24	2014	Tom DiChiara (while @ CE John)	\$ 5,632	\$ 135,168
Franklin Ide	2240 NW Lovejoy St.	92	2014	Tom DiChiara (while @ CE John)	\$ 5,632	\$ 518,144
Footprint	2250 NW Thurman St.	54	2015	Erik Opsahl (Rainier Pacific)	\$ 5,632	\$ 304,128
Cordilla	777 NW 19th Ave.	135	2015	Sam Rodriguez (Mill Creek Residential)	\$ 5,632	\$ 760,320
Wildwood	2240 NW Pettygrove St.	19	2016	Erik Opsahl (Rainier Pacific)	\$ 5,528	\$ 105,032
LL Hawkins	1515 NW 21st Ave.	113	2016	Cairn Pacific / Capstone Partners	\$ 5,528	\$ 624,664
Tess O'Brian #1	1953 NW Overton St.	74	2016	Marty Kehoe	\$ 5,528	\$ 409,072
Tess O'Brian #2	1950 NW Pettygrove St.	52	2016	Marty Kehoe	\$ 5,528	\$ 287,456
Montessa	2010 NW Pettygrove St.	49	2017	Phillip Morford	\$ 5,494	\$ 269,206
Muse	1315 NW 19th Ave.	58	2017	Mark Edlen (Gerding Edlen)	\$ 5,494	\$ 318,652
Q21	2112 NW Quimby St.	162	2017	Rosanne / Andersen Const.	\$ 5,494	\$ 890,028
Grove	2220 NW Pettygrove St.	43	2018	Mark Madden (WDC)	\$ 5,494	\$ 236,242
Astor 21	921 NW 21st Ave.	27	2018	Robert Ball	\$ 5,494	\$ 148,338
Celine	2330 NW Raleigh St.	40	2018	Aaron Jones (NBP Capital)	\$ 5,772	\$ 230,880
Slabtown Flats	1885 NW Quimby St.	88	2018	Tim O'Brian (Urban Asset Advisors)	\$ 5,772	\$ 507,936
Alme	2112 NW Irving St.	57	2018	Urban Development Partners	\$ 5,772	\$ 329,004
George Bestor	2323 NW Saver St.	51	2018	CE John	\$ 5,772	\$ 294,372
Carson	2121 NW Savier St.	384	2018	Cairn Pacific / Prometheus	\$ 5,772	\$ 2,216,448
Maestro	905 NW 17th Ave.	124	2019	Holland Partner Group	\$ 6,146	\$ 762,104
Kado	1331 NW 17th Ave.	196	2019	Holland Partner Group	\$ 6,146	\$ 1,204,616
Raleigh 22	2222 NW Raleigh St.	173	2020	Cairn Pacific / Prometheus	\$ 6,465	\$ 1,118,445
The Fitz	1905 NW 23rd Ave.	64	2020	Parker McNulty	\$ 6,465	\$ 413,760
1834 Apartments	1834 NW 25th Ave.	25	2020	Malik Pirani	\$ 6,472	\$ 161,800
The Kathryn Ann	2580 NW Upshur St.	146	2021	Dennis Sackoff	\$ 6,472	\$ 944,912
Saltwood North & South	21st & Raleigh/Savier	354	2022	Cairn Pacific / Prometheus	\$ 6,472	\$ 2,291,088
		2941				\$ 17,379,799
						\$ 6,250,645

Continued on page 14

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"Where is our parks money" cont'd from page 13

impacted community should have a voice in how remediation resources should be spent.

"The majority of these new residents were not involved in the master plan for their community," she said. "I would like to see a process for them to have their voice."

March has ideas for possible projects, which she emphasizes is only a personal wish list and not that of the committee or neighborhood association.

- Top priority: Fund the required decontamination of the site and creation of a Slabtown Park as spelled out in the Conway Master Plan.

- A community center with a pool as promised with the closure of the pool

in the old Couch School/Metropolitan Learning Center building 14 years ago, a need further compounded by the loss of the Hillside Community Center.

- A dog park with a Portland Loo under the Thurman Street ramps [between 19th and 20th avenues] with a water spigot accessible to all.

- A stage for concerts at Couch Park as spelled out in that master plan.

- Replace the wading pool removed from Wallace Park last year.

- Restrooms in Lower Macleay and Couch parks and stations to fill water bottles.

Michael Mehaffy, an international consultant on sustainable development

who was president of the Goose Hollow Foothills League 2017-19, has studied SDCs and other forms of development impact assessments.

In the absence of development fees, costs caused by growth can be "pushed off to someone else in the future, often the taxpayer," he said.

Mehaffy was project manager for Orenco Station, a planned development built in Hillsboro initiated in 1997. An independent study found that alternative transportation investments substantially reduced auto trips and parking demand (each by about 50 percent), justifying the targeted public expenditures.

"I think it's reasonable to have a

system of fees and credits ... where impacts are generated," he said.

In layman's terms, if a bottle of syrup has spilled on Aisle 17 in the supermarket, it makes sense to mop up the mess rather than clean a distant section of the store.

Joe McNeil, an NWDA board member and recent father, said, "If we've learned anything these past 18 months, it is that public space is vitally important to our well-being. ... As density increases in the Northwest neighborhood specifically, it is imperative that we find more opportunities for parks." ■

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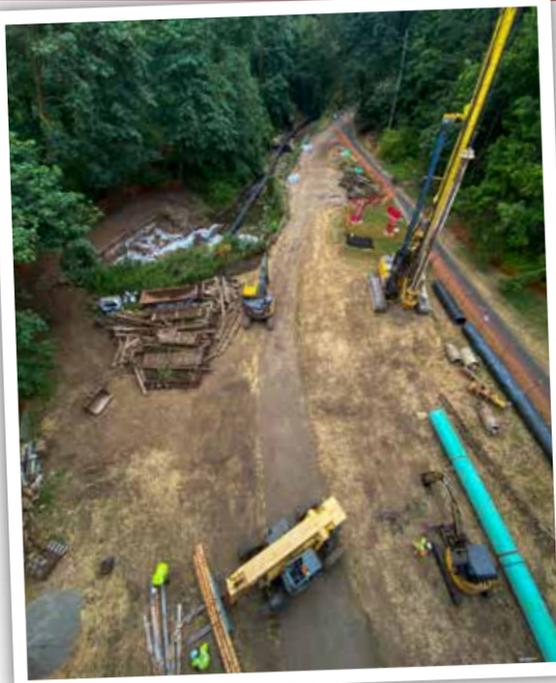
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Snapshots



The Bureau of Development Services is replacing the wooden trash rack over Balch Creek in Lower Macleay Park, where the stream is diverted into a culvert that empties into the Willamette River. Photo by Matt Erceg



Oregon state Sen. Betsy Johnson and Rep. Brad Witt cut the ribbon on an ADA ramp at Linnton Community Center last month. LCC Executive Director Susy Kristin (left) and LCC board member Pat Wagner joined the ceremony. The \$25,000 project was completed with the aid of an \$18,544 grant from the Northwest Parks and Recreation Fund.

Thomas Duane of the Tree Emergency Response Team at Elisabeth Jones Art Center joined local artists in commemorating endangered trees. Duane's subject was an approximately 144-year-old American elm tree in the South Park Blocks likely to be removed under a master plan adopted by the City Council last month. Duane's colored-pencil drawing is entitled, "I'm only 144, I'm good for much more."



This man was photographed by a Pearl neighbor after painting graffiti on a utility box at Northwest 14th and Glisan streets on July 9.



Arlington Heights resident Matthew Walk (shown with his wife, Sarah) hiked 65 miles through Forest Park last month to raise funds for cystic fibrosis research. Eighteen people participated in the Xtreme Hike to raise \$75,000 for the Cystic Fibrosis Foundation.



A driver was killed in a three-car collision at Northwest 14th and Glisan streets at 3 a.m., July 31, according to Portland Police. Passengers from each of the three cars were hospitalized, one with serious injuries. The two other drivers were treated at the scene for minor injuries. Photos by Wesley Mahan



Portland Police seized drugs, cash and firearms after checking on two semiconscious individuals in an idling car at Southwest 20th and Burnside streets July 27. David L. Carter, 52, of Portland and Aishanna R. Bottaro, 23, of Gresham were taken into custody without incident and charged with felonies.



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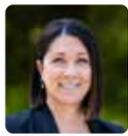
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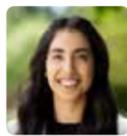
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