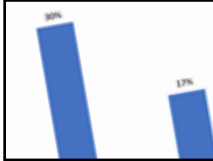


“Digging deep,
Shining a light”

INSIDE



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Unlimited
power



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Co-op looking
for loan



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Bank held
memories

AUGUST 2023/ VOLUME 36, NO. 12

FREE

SERVING PORTLAND’S NORTHWEST NEIGHBORHOODS SINCE 1986 nwexaminer

Housing, housing everywhere ... But not one affordable



There’s no shortage of housing on the north end of Northwest 21st Avenue, where rows of new buildings as tall as 14 stories have been erected in the last 10 years.
Photo panorama by Wesley Mahan

BY ALLAN CLASSEN

As Portland wages an all-out campaign for affordable housing, no cost or code can stand in the way. City voters approved \$258 million for an affordable housing bond in 2016 and joined their regional neighbors in passing the \$653 million Metro housing

bond in 2018. Beyond that, the city unleashed all of its zoning powers toward inclusionary housing (AKA inclusionary zoning), requiring developments to provide a share of affordable units under the 2035 Comprehensive Plan adopted in 2017. The Portland Housing Bureau claimed

success, releasing reports that it was meeting its housing supply goals. In 2021, the bureau reported that 225 development projects supplying 1,313 inclusionary units had been built in the city or were in process of obtaining permits. Still, it hasn’t looked like success in most neighborhoods. Jere Grimm, a Wil-

lamette Heights resident since 1956, had a gut feeling that things were not working out as intended and sought to find out how many affordable housing units had been built in the Slabtown area. Slabtown surrounds the Con-way Master Plan boundaries, which encom-
Cont’d on page 6



A Ford Expedition parked along Northwest Glisan Street was home to a couple for many weeks.

Pro tip to avoid parking tickets



A well-worn pickup remains on Northwest 20th Avenue despite a permit sticker that expired in 2021.

Act like you live there

BY ALLAN CLASSEN

The city ban on unsanctioned camping near schools doesn’t say anything about living in cars. So, while rows of tents along Couch Park near two schools have almost vanished, broken-down and frequently occupied cars proliferate nearby. Todd Zarnitz, president of the Northwest District Association and an inveterate online reporter, followed the scene closely through most of July. “There are several cars around the park that are being used as drug dens,” Zarnitz wrote in an email to Mike Crebs, manager of parking enforcement for the Portland Bureau of Transportation. “I found a stolen car parked on Northwest Hoyt Street (that the Portland

Cont’d on page 11

ARCHITECT UNKNOWN BUT DEFINITELY APPRECIATED
Storybook English Cottage Westover Terraces



2966 NW Cornell Road

Well-maintained 1929 storybook English cottage with impressive systematic & infrastructure updates. Located with one foot in the NW Heights and the other just above the NW Alphabet District, giving the best of both worlds: a view and walkable access to the NW Flats via several sets of public staircases along Cornell Road.

3 bedrooms, 2 ½ baths, 2,957 Sq. Ft., 2-car garage. RMLS #23182368 \$795,000.

DEYOUNG AND ROALD WITH SUNDELEAF
UPDATED GREEK REVIVAL
The G.L. Raush Home on Westover Terraces



3008 NW Greenbriar Terrace

Waltz into a pristine home, with an historic pedigree, that has been masterfully updated with timeless finishes and surrounded by incredible gardens. Don't miss the Sundeleaf kitchen with south-facing garden outlooks, the classic sense of proportion in the public rooms and the plentiful windows with outlooks of gardens and mountains. The home is elevated above the street ensuring privacy, serenity and an abundance of natural light. Located one street away from Forest Park trails at the end of NW Cumberland.

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4 bedrooms, 2 ½ baths, 2,855 Sq. Ft., 1-car garage. RMLS #23365545 \$1,090,000.

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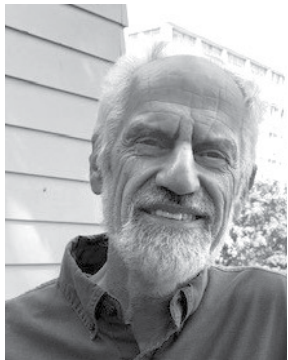

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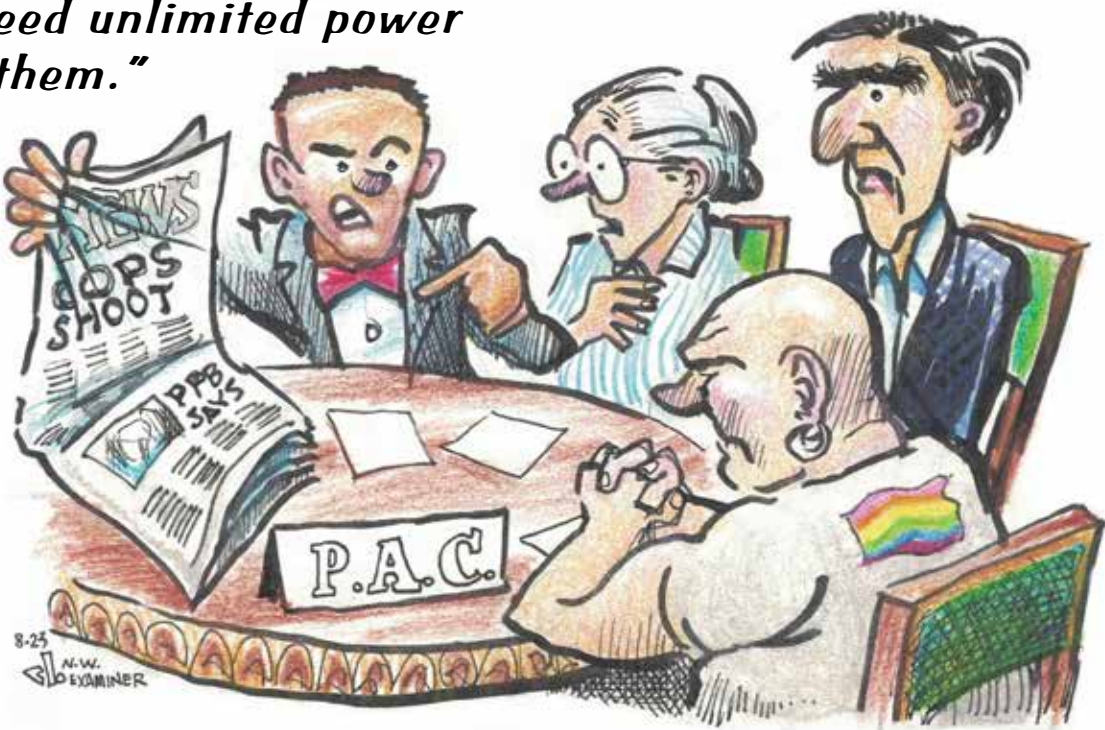
The Dan Volkmer Team



Accountability for them, independence for us

“They do anything they want, so we need unlimited power to stop them.”

In the Black Lives Matter heyday of 2020, Portland voters backed an astonishingly far-reaching police accountability system described as the strongest in the nation. It has teeth: the power to unilaterally discipline Portland police officers. It has resources: a budget pegged at 5 percent of Portland Police Bureau funding, which comes to about three times the funding of the current police accountability system. It has independence: No elected official or city agency—not even the City Auditor—can interfere in the judgments of the Police Accountability Commission. What it lacks is accountability, ironic given that its purpose is to impose accountability over another city bureau. Independence and accountability are actually just sides of the same coin in this balancing act we call democracy. The speed and efficiency with which one group or agency gets its way must be weighed against the fair treatment entitled those considered to be in the way. Accountability matters when a newly created program is endowed with an approximately \$12 million budget. Memories are still fresh of another new program receiving unforeseeably lavish tax revenues—the Portland Clean Energy Fund. It awarded a \$12 million (there’s that number again) contract to an ex-convict with millions of dollars of unpaid tax liens last year. In that case, the City Council intervened and rescinded the contract. But if the PAC misspends its \$12 million, no mayor, council, bureau head or auditor can intervene, even if they want to. Total independence was written into the initiative adopted in 2020. Oversight will come only from an unelected 33-member Police Accountability Board.



By design, this board will be largely populated by individuals on a mission. PAC policy states that “applicants who are members of communities that have been impacted by over-policing practices shall have preference in selection.” The voters approved language calling for the body to adjudicate cases “fairly and impartially,” but we expect the same of the U.S. Supreme Court, and we have seen how that body is shaped by the agenda of those nominating the justices. Consider the assumption that overpolicing exists while no mention is made of underpolicing and its consequences. The new commission may be on a mission, but it will not be a voluntary one. Each member is to receive \$7,000 annually. The city Office of Community & Civic Life has been studying stipends as means of reducing barriers to

participation by members of “marginalized communities,” though the concept “remains a work in progress” according to the city website. Although three years have passed since the police accountability measure passed, some unspecified urgency demands that we leap first into paid citizenship and test the waters second. The city’s other 100 or so volunteer boards and commissions serve without compensation and are governed by ethical practices in the Guide for Volunteer Boards & Commissions. Would those standards apply to paid PAC members? If not, the whole mechanism would lose credibility if those it disciplines question the integrity of its members. Although the PAC will be empowered to mete out punishment, police union members have a contractual right to seek arbitration. Even in today’s system, in which discipline has come

through the Police Bureau or mayor, most judgments have been overturned. The batting average for officers gaining reversals could only rise against a review body that could be characterized as “out to get them.” In this police accountability program, we have created the universal solvent, capable of cutting through all dirt, crime and corruption. The problem with a universal solvent is that it also burns through the vessel in which it is stored, in this case the city of Portland and its government. Ideologues cannot put all their dreams in manifestos and impose them upon society by force, whether through mob action or a complex and unexplored mechanism adopted while the winds of change blew hot. The French Revolution had something to say about that. ■

Readers Reply

Letters can be sent to: allan@nwexaminer.com or 1209 NW Sixth Ave., #303 Portland, OR 97204. Letters should be 300 words or fewer; include a name and a street of residence. Deadline: third Saturday of the month.

Straight talk

Thank you for letting us know about Richard Perkins, a remarkable person. Reading the article [“Straight Talk,” July 2023], I thought about the May Apartments fire and the alleged arsonist who was—but never should have been—a tenant. Hopefully the city that works (sometimes), along with the county, Metro and our state govern-

ment (which works sometimes) have made the same connection so that it doesn’t happen again. John Folawn NW Verde Vista Terrace

From the heart

This month’s Straight Talk from you and the mouth and heart of Richard Perkins spoke directly to what I believe

is at the core of getting a handle on our homeless population. This means actually doing something to help people experiencing homelessness to eventually get into permanent housing. Yes! Demographics first! Who are the people living in tents? What are their names? What are the problems they have? Are they mentally ill and using drugs or down on their luck? Richard Perkins and Homer Williams (Harbor

of Hope) know how to find this information and use it! Getting treatment for both mental illness and drug addiction are essential BEFORE permanent housing. Certainly safe and decent shelter/housing should be offered while going through treatment. (By the way do we have enough treatment facilities and qualified mental health professionals ready to begin this work?) To put an active drug user

Cont’d on page 5



Karen Vedvei Atiyeh



Karen Vedvei Atiyeh, a 1941 Lincoln High School graduate who was active in civic affairs, died June 19 at age 99. Karen Vedvei was born May 15, 1924, and attended Gabel Country Day School (which later became Catlin Gabel School) through the 10th grade. She graduated from the University of Oregon with a degree in sociology. She married Edward Atiyeh in 1947 at Trinity Episcopal Church. She was on the board of the Pittock Mansion Society for many years, including a period as president. She served on the boards of the Scandinavian Heritage Foundation and The Old Church. She was a member of the Portland Golf Club, Broadmoor Women's Club and Philanthropic Educational Organization. She and her husband were among the first families to build in the Broadmoor neighborhood in Raleigh Hills. He died in 2017. She is survived by her sons, David and Bob; daughter, Linda Anderson; four grandchildren; and six great-grandchildren.

Steven D. Fosler



Steven Dale Fosler, founder of Fosler Portland Architecture at 1930 NW Lovejoy St., died July 3 at age 73. Fosler was born Sept. 2, 1949, in Nebraska. He was a Peace Corps volunteer in Ghana for two years. He received a bachelor's degree in physics from Nebraska Wesleyan University in 1971 and studied architecture at the University of British

Columbia. He moved to Portland in 1979 and received an architecture license in 1982. He started his firm in 2002. His projects included Planet Granite, Lovejoy Square and Freedom Center Studios in the Pearl District. He is survived by his husband, Mark.

Evelyn Pratt



Evelyn Pratt, a longtime resident of Arlington Heights, died March 23 at age 95. Evelyn Frances Norell was born in Pittsburgh on April 19, 1928, and moved with her family to Denver as a teenager. She attended the University of Colorado at Boulder and a work-study program in Yugoslavia. She was in a graduate studies program in Seattle when she met Ralph Pratt and in 1953 they married. They moved to Portland, where she taught natural sciences at Oregon Episcopal School. She was active in the West Hills Unitarian Fellowship and Shoreline Unitarian Church. She moved to Terwilliger Plaza in 2004 with her husband, who died in 2015. She is survived by her daughters, Melanie Pratt and Clara Norelle; and three grandchildren. Her son, Bruce, died in 1985.

Bobby Smallwood



Bobby Paul Smallwood, 44, was killed while on security duty at Legacy Good Samaritan Medical Center on July 22. Smallwood was born in Tampa, Fla., on Jan. 14, 1979. He received a bachelor's degree in mathematics from Port-

land State University in 2020 and was employed at Randall Children's Hospital at Legacy Emanuel. He is survived by his parents, Bob and Tammy Smallwood; sister, Amanda Garcia; and brother, Matthew Smallwood.

Donald P. Wallace



Donald P. Wallace, a resident of Northwest Portland for 25 years, died July 10 at age 77. He was born July 31, 1945, in Portland and graduated from Marshall High School in 1963 and Portland State University in 1971. He studied music composition at Marylhurst University. After serving in the U.S. Navy, he became an artist, musician and animator, working on films, music videos, children's books and online interactive games. He married Kelly Rose in 1988 and they lived in a historic house on Northwest 25th Avenue. He is survived by his wife, Kelly.

Barbara Rich



Barbara Rich, who lived in Old Forestry Commons in Northwest Portland for more than 35 years, died June 29 at age 76. She was born in Salt Lake City on Jan. 24, 1947. She worked as bookkeeper and volunteered for years at the Legacy Good Samaritan Medical Center gift shop. She is survived by her brother, Mike Rich.

Death notices

DR. ANSON B. 'JAKE' JACKSON, 82, 1959 Lincoln High School graduate.

JAROLD M. PACKARD, 80, 1961 Lincoln High School graduate.

MARGARET (BIRDWELL) PETERSON, 85, 1956 Lincoln High School graduate.

ARNOLD H. ZIDELL, 85, 1956 Lincoln High School graduate.

ROGER MARTIN, 88, member of the Multnomah Athletic Club.

MARIE-EVE H. TAKLA, 92, registered nurse at Legacy Good Samaritan Medical Center.

TIMOTHY E. JONES, 78, member of the Multnomah Athletic Club.

MITCHELL GRAY, 86, teacher and coach at Lincoln High School.

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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and untreated mentally ill person into an apartment and an unsafe place for others in the building to live as well as being a hazard to the housed individual.

Richard Perkins and Homer Williams need to get together with Mayor Ted Wheeler and Multnomah County Chair Jessica Vega Pederson and have a real conversation about going forward to actually help people experiencing homelessness. Going back and forth to committees is achieving nothing and further stalls the money that we citizens entrusted our elected officials to use to help people experiencing homelessness to eventually get into permanent housing.

Ann and David Kafoury
NW Culpepper Terrace

Bring back monuments

I am disappointed in the Regional Art and Cultural Commission’s decision to list five monuments for permanent removal [“So you think you want iconoclasm,” Editor’s Turn, June 2023]. The commission lists among its members Mike Lindberg, who proclaimed that art is the heart of education.

We would not have a United States without George Washington leading the colonies. We would not have a National Park Service without Teddy Roosevelt. We would not have an Emancipation Proclamation without Abraham Lincoln. One respondent regarding the statues got their Roosevelts confused and talked about people in 1927 and their lack of diversity. He probably also finds fault with Jesus for having all male disciples. People are shaped by their time and life experiences.

Joane Forsstrom
NW Big Fir Court

Streetcar worthy

Your “Streetcar coming with or without riders” [July 2023] piece seemed somewhat untrue. Since the early 1990s, I’ve been an advocate for streetcars as an important alternative transit system to complement light rail and bus systems. By my estimate, streetcar ridership has recovered faster than MAX and bus patronage.

I’ve studied the Montgomery Park streetcar extension and deem it a worthy investment. I’ve also studied but do not support the companion extension on Broadway/Weidler to the Hollywood District. Instead, the Montgomery Park line would run on the eastside loop to OMSI, reverse direction there and return, doubling the frequency of Eastside service.

Another alteration I’ll suggest is to lay the southbound track on Northwest 23rd and the northbound track on 21st or 22nd avenue. Activity in that district seems enough to broaden streetcar service this way. The walking corridor between 21st or 22nd and 23rd to streetcar stops will generate a sense of neighborhood. Two 90-degree rail turns added may be less disruptive than two lines on 23rd.

The only actually disingenuous statement I found in the article was from PBOT manager Mauricio LeClerc: “It will help get people riding transit and not driving so much.” Ha ha.

Let’s consider the predictable traffic mayhem 5,000 more car-driving apartment dwellers will bring. The growing district should set aside parks and park spaces before they inevitably become parking garages.

Art Lewellan
NW Ninth Ave.

Co-op should sell

No one loved Food Front more than I did. I was a weekly shopper and supporter for decades. I am sorry it could

no longer remain open. I very much oppose borrowing at a high rate of interest to retire a \$600,000 debt. Much of the loan would go to paying off the debt, and then Food Front would fail again and have even higher debt. This would greatly reduce the value of its one asset, the property.

I implore Food Front’s board NOT to borrow. It will only lead to more strife, debt and suffering. Most of the money will go to lawyers and perhaps lawsuits.

Many have tried and failed to make Food Front work. It is not fiscally responsible to try to run a co-op with this much debt, especially with the union agreement preventing volunteering. It was great while it lasted, but it is no longer sustainable.

The only way I would support borrowing is if more than 90 percent of all members voted yes. The little email survey does not constitute full support. It is not a go-ahead from members and cannot be when people like me say no.

I also have serious questions about the membership list and the small share of known members who participated in the survey. Food Front should have had ongoing mailing list management for exactly this reason.

It feels as though Food Front has been hijacked by a core group of extremists.

Caroline Skinner
N. Kellogg St.

Great Brewfest

Kudos to Portland Craft Brewfest’s annual event at Fields Park. It was a fun, highly organized festival. Event leadership has improved this offering each year, preserving the lawn by putting heavy items on the cement. There were tons of volunteers, no lines, plenty of seating, lots of games, room to move around, great variety of beers/ciders, nice mix of vendors.

I went several hours each of the three days (one admission allows 3 days access) and could see/hear the event from my condo windows when I wasn’t there. It was festive and lively in the event and relatively quiet outside of it. And best of all, for all North Pearl residents, the park was almost back to normal use the following day.

I can’t wait to attend again next year. Come join me and maybe even more food vendors/cider options can be added in the future.

Lance Welch
NW 10th Overton St.

Stop the thieves

At Whole Foods, I’ve seen street people roam the aisles and toss anything and everything into their bags. Apparently the security guards are instructed to allow them to simply walk out.

Recently, I observed someone put kitchen items in his bag. I immediately informed a security guard, who told me they were not allowed to take any action. Their only responsibility was to ensure the safety of staff and customers.

I say to Whole Foods: “What are you going to do to prevent this from happening in the future? We all know knives have great street value and that they can be used as weapons.”

I don’t know any store that doesn’t have these items under lock and key. We should not have to be afraid to go to the grocery store. We shouldn’t have to pay higher prices for food to reimburse the corporation for poor security.

Safeway’s security guards don’t hesitate to face down and dispel any troublemaker from their store, even if it causes a scene.

G. Keith
NW 11th Ave.



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deck with view



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2 bed, 2 baths



\$360,000 - SOLD
1255 NW 9th Ave #503
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\$375,000 - SOLD
726 NW 11th #104
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courtyard patio



\$350,000 - SOLD
725 NW 10th Ave Unit 303
1 bed, 1 bath

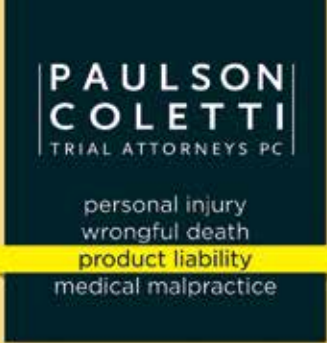


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The Con-way Master Plan area has been almost completely built out in the past 10 years. Affordable housing requirements do not apply because the plan preceded the city's inclusionary zoning ordinance.



"Housing" cont'd from page 1

passes about nine blocks of the former Consolidated Freightways headquarters and manufacturing plant. Most of those blocks had become parking lots before the company's successors opted to redevelop the area in the early 2000s, resulting in the 2012 city-approved master plan. Most of the land is now built out with mixed-use buildings rising as high as 14 floors. Five full-block or half-block residential buildings have been completed within the master plan area and five more are in the pipeline.

But, to answer Grimm's question, how many of these new homes are affordable under the city's inclusionary zoning program?

Zero.

How many if taking in the broader Slabtown area?

Zero.

How many in the entire Northwest District, an 85-acre expanse spreading from West Burnside Street to Northwest Nicolai and from Interstate 405 to the West Hills?

Still zero.

The Portland Housing Bureau claims 30 affordable units have been created in the district, but they exist only on paper, if that. C.E. John Co. is trying to sell its block of frontage on Northwest 23rd Avenue, where it had gained approval last year to build 74 units. Portland's various regulatory policies, vandalism, unsanctioned camping and soaring construction costs put the project about \$5 million off budget, driving the company to cut its losses.

It's a bad sign for the area's development reputation but a minor loss for inclusionary zoning; only three of the proposed 74 units were officially to be affordable.

While inclusionary zoning has so far

"There was a land rush of developers who filed under the old rules... That produced a temporary flood of new apartment buildings"
— Joe Cortright, Portland economist

struck out, the bonds underwriting exclusively affordable buildings by nonprofit developers have moved the needle. The Northwest District has one such project, Emmons Place, a 144-unit apartment building for low-income seniors at Northwest 18th and Irving streets that is partially completed. The 44-unit southern part of the project is now occupied.

The Portland Housing Bureau used to count these nonprofit projects to downplay the meager results of inclusionary zoning, but since that gambit was called out, the bureau no longer posts annual progress reports on its website. Instead, the bureau emphasizes the total number of housing units built by all entities at

all price levels, riding the assumption that increasing the supply will inevitably lower housing costs in the long run.

Supply-siders have plenty to cheer about in the Northwest District. According to an informal count by Noel Johnson, a developer and development consultant who also serves on the Northwest District Association board, 2,041 new market-rate units were built or were in progress by mid-2022.

How could so many major private apartment buildings have gone up in the past five-and-a-half years without producing the supposedly required affordable homes?

Rough math would suggest that there should be between 200 and 400 affordable units by the rules: For projects with 20 or more units, 20 percent should be affordable to households earning 80 percent of the median family income or 10 percent if they are affordable to those earning 60 percent of the median.

One explanation for the shortfall is that the Con-way Master Plan vested



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Inclusionary housing construction in Northwest District

Project	Building permit Issued	Total Units	Affordable IH Units
Ridgeline 2580 NW Upshur St.*		146	22
2291 NW Glisan St	September 2019	5	0
2235 NW Pettygrove	Permits not issued.	30	5
23 Marshall 1137 NW 23rd Avenue	Permits not issued	74	3

*Project has been revised and is under review.

The Bureau of Housing Development provided this chart on projects subject to inclusionary zoning. The project at 2291 NW Glisan St. is included, although it did not meet the threshold of 20 units, because the owner voluntarily contributed to affordable housing off-site.

development rights long before inclusionary zoning was adopted, covering projects in that area still not built. Still, the rest of the district has barely passed square one.

Deadline rush

Johnson is not alone in observing that developers changed their practices to avoid the requirements. From the time inclusionary zoning was debated and adopted in 2016 and its enactment in February 2017, “there was a land rush of developers who filed under the old rules,” wrote Portland economist Joe Cortright in 2021. “That produced a temporary flood of new apartment buildings that have, over the past four years, mostly been built.”

After the surge, Cortright noted that apartment permits were “plummeting by roughly two-thirds in 2020, from an average of 4,500 new apartments per year to fewer than 1,500.”

NWDA Planning Committee co-Chair Steve Pinger said the policymakers should not have been shocked that

developers would work around a burdensome requirement.

“Portland put all of its eggs in this basket, and no one’s ever used this basket before,” he said.

Paul Del Vecchio of Ethos Development has proposed a 250-unit apartment building at Northwest 26th and Upshur streets, about 35 of which may be affordable.

Del Vecchio has intimate knowledge of Portland’s inclusionary zoning system. He is one of two private developers on the Inclusionary Housing Calibration Study Work Group, which monitors the program and recommends adjustments.

He spoke to the NWDA Planning Committee in February in a wide-ranging discussion on Portland’s affordable housing strategy.

He had almost nothing good to say about the city’s approach.

False count

As a member of the city work group, Del Vecchio spoke up about the mis-

leading inclusion of nonprofit projects.

“The IH program did not create those units as affordable housing units,” he said. “Tax credits did. ... Those units would have been affordable anyway due to tax credit financing.

“So we asked that they stop reporting that way ... so until recently, the numbers have all been inflated.

“Another thing that’s interesting is they double count from year to year. So if you see a report this year and another report next year, the same building could be in the permitting process because it takes more than a year to permit a building.

“Look at how many units exist, not how many they think will exist,” he advised.

Slim rent reduction

Most developers choose the 80 percent threshold, and new units meeting that formula tend to be studios that are not much cheaper than today’s unregulated apartments.

“It’s not generating a meaningful additional amount of housing,” he said.

NWDA Planning Committee member Wendy Hawkins agreed.

In her apartment building, “the people who take advantage of the [program] aren’t the people who would have trouble finding other housing,” Hawkins said. “They’re the same people who would move in otherwise. You might get someone who has an extra kid or who is making \$5,000 a year less than other people. These are not the kinds of people who are desperately in need of housing.”

Production stalled

The city highlights the total number of units built rather than the number that are affordable. Taking credit for expanding the housing supply might have merit if that were happening, but Del Vecchio has a list of reasons why the inclusionary zoning is reducing the total supply.

“This program impacts the volume

Continued on page 8

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Paul Del Vecchio of Ethos Development serves on a city advisory committee for the inclusionary housing program.

“Bottom line: IZ is most assuredly NOT paying off. Portland will be suffering the consequences for some time to come.”

Land values rise

Increasing the allowable height and density simultaneously makes land more expensive.

“The bonus density drives the value of land too,” Del Vecchio said, “and at the same time IH was passed, they changed

all the zones through the comprehensive plan.”

Extra density rights were to be a boon to developers, but land-owners read the market and raised prices accordingly.

“The market already absorbed that, so it’s a fake bonus,” he said. “That explains why permits have dropped off a cliff.”

19-unit ceiling

The sudden popularity of the 19-unit apartment building reflects one type of market distortion. Elliott Gansner, who has proposed multiple schemes for a lot at 2124 NW Flanders St., originally wanted to do a 25-unit building but found the IH requirement made it infeasible.

“I’ve seen a lot of 19-unit apartment buildings built for the purpose of avoiding this rule,” Gansner said, “and that’s what we were forced to do in my building.”

Johnson and partners have begun work

on the poster child of IH avoidance—an eight-building cluster of just-under-20-unit buildings at Northwest 29th and Nicolai streets.

The city downplays the significance of such ploys.

“The Bureau of Development Services came to the conclusion that there’s not a dramatic surge in 19-unit buildings,” Del Vecchio said.

“There’s certainly more than previously existed ... but what that doesn’t take into consideration is all the 25-30 unit buildings that just didn’t happen.”

Corporate trend

The complexities of living under Portland’s novel codes weigh most heavily on small developers.

“It creates a very challenging environment for someone like myself, who’s a small local developer,” Gansner said. “What you’re seeing is more and more large—even national level—developers active in Portland because they have the economies of scale to handle the huge bureaucracy.”

Portland’s policies are well-intentioned, “but they’re so complicated, so contradictory, that you’re basically screening out small entrepreneurs.”

This factor “is directly related to the corporatization of ownership of multi-family housing.”

Del Vecchio listed several nationwide developers now prominent in Portland.

“These are national interests that I’m not sure we want charting the course for our residential future,” he said. “Those

are the folks who can withstand all the administrative burdens.”

“I think the whole idea of inclusionary zoning and the way it’s been implemented is ridiculous,” said Hawkins, who lives in one of the new Slabtown apartment buildings. “It’s just is a way of making people feel that they can pat themselves on the back. It produces way too little, way too late and way too expensively.”

Still, Del Vecchio imagines that things could be worse.

“If I were able to snap my fingers, I would just say that we should just get rid of IH, but I think that that is a politically bad position to take.

“I personally don’t like the affordable housing industry paradigm,” he told the NW Examiner later. “It creates very, very expensive units, but it’s what we have.”

He fears the City Council to be elected next year under the new charter may consider the current system “too industry friendly.”

Such suspicions already shape city policy on housing.

“The apparatus in Portland seems to be a little distrustful of private interests,” he said, “You get the feeling that if money is to be made, your objectives can’t be pure or good.”

A charter package rooted in goals of social equity and lifting up underserved communities might take the city further down that road.

“Perhaps a new law would show up that’s even worse than the one we already have,” he said. ■

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GREATER NORTHWEST PORTLAND DEVELOPMENT MAP

BLOCK 292 E

Cairn Pacific and Prometheus Real Estate Group are proposing a seven-story apartment building featuring two-story penthouse units at Northwest 20th and Savier streets. The 160-unit building will have mostly townhouses and two-bedroom apartments, which have proved popular in other Slabtown projects.



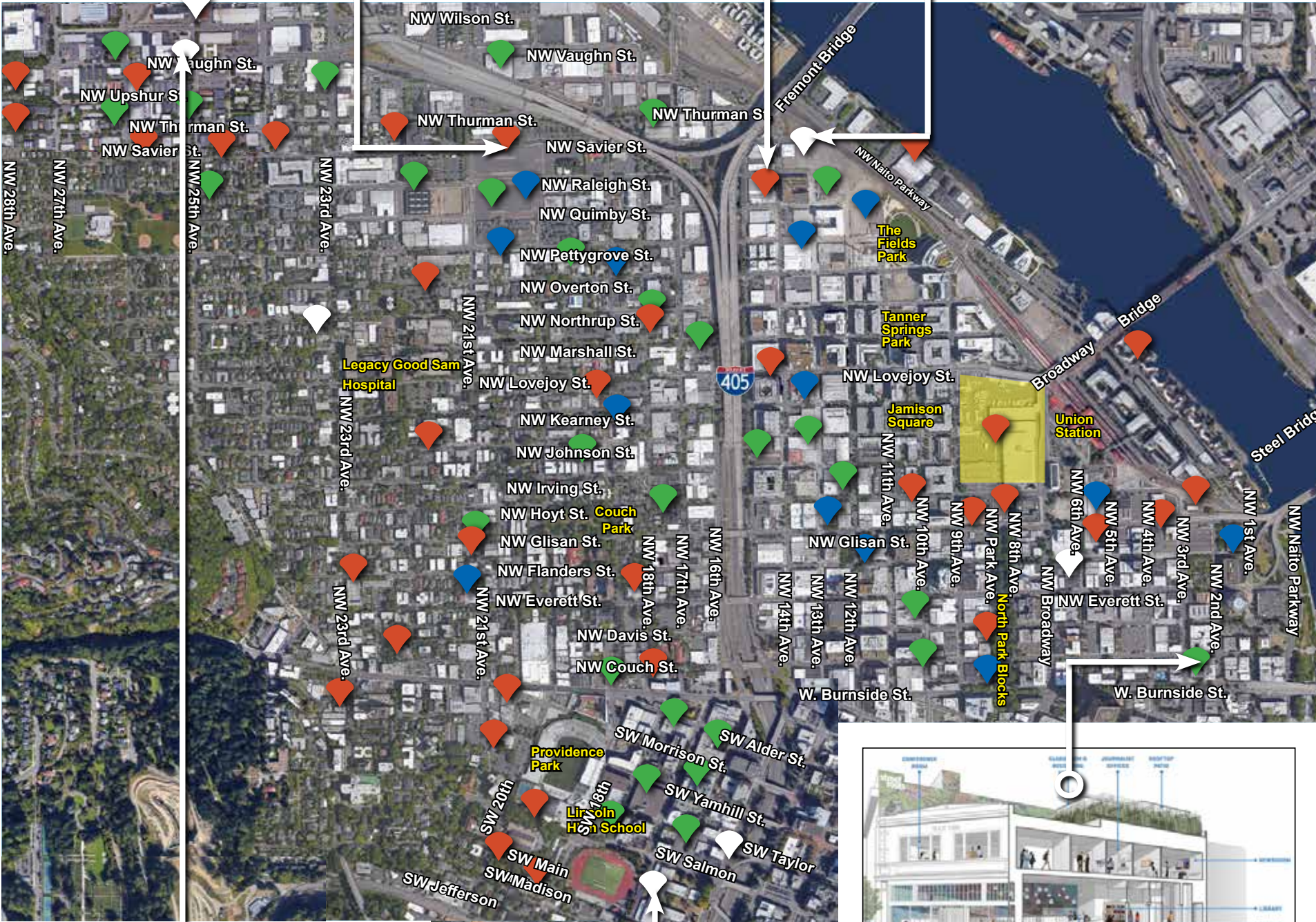
WATERMARK AT THE PEARL

Hardhat tours of the Watermark at the Pearl, 1540 NW 13th Ave., may be scheduled by calling 503-205-5742 by Aug. 19. The 237-unit senior apartment building is scheduled to open in October.



THE SUTTON

The Sutton, a 17-story luxury apartment building near the Fremont Bridge, is completed and leasing units. The 236 apartments range in size from 392 to 1,662 square feet and in rent from \$1,399 to \$5,999 a month. A premier restaurant is promised in the future.



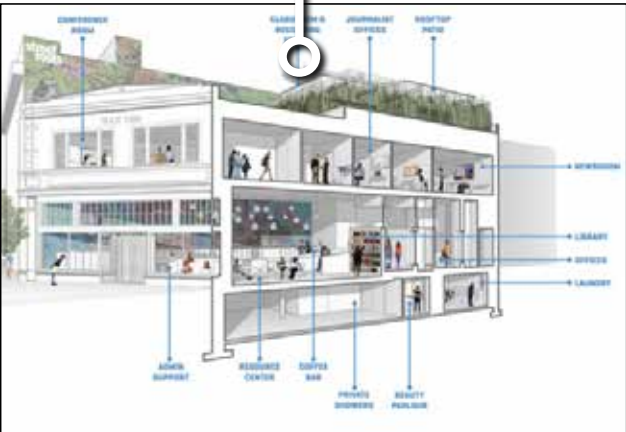
THE VAUGHN

Recently completed, The Vaughn has 39 one- and two-bedroom apartments renting for \$1,905-\$3,000 a month at Northwest 25th and Vaughn streets. The smallest is 615 square feet and the largest 942 square feet.



LINCOLN HIGH SCHOOL

Lincoln High School's athletic fields were completed late last month, capping a three-year construction project replacing the sprawling one-story 1952 structure with a six-story building of nearly twice the square footage.



WAX BUILDING

Street Roots is remodeling the two-story Wax Building at Northwest Third and Burnside as offices for the weekly newspaper, which has grown to an editorial staff of six. A penthouse level with solar panels will be added.



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



Calle 21, a Mexican restaurant and bar, fills in the last storefront space in the Almr building at Northwest 21st and Irving streets.

Pixiu Mala opened recently on Northwest Thurman Street in the former home of Wild Wasabe.



Killer Burger, 1620 NW 23rd Ave., closed after less than two years in business, giving up on a location where New Old Lompoc closed in 2018 and Ankeny Tap & Table shuttered last year. Killer Burger still has 22 restaurants, most in the Portland area.

Kizuki Ramen & Izakaya, a Bellevue, Wash.-based Japanese chain with 11 restaurants, will open in the Uptown Shopping Center in the former Lovejoy Bakers space.

Pixiu Mala Hongtang PDX, featuring spicy Korean-Chinese fusion food, has replaced Wild Wasabe at 2330 NW Thurman St.

Cosube, a surf shop with a café serving coffee, beer and wine, has been operating at 1580 NW 21st Ave. in the Saltwood building for several months.

Calle 21, a Mexican restaurant and bar, opened last month at 675 NW 21st Ave. Hours are 10 a.m.-9:30 p.m. seven days a week.



Onyx Salon on Northwest Westover Road is one of two businesses that recently moved from the Pearl District to the Northwest District.



Warby Parker on Northwest 23rd Avenue plans to expand into larger quarters three blocks south.

Sherwin-Williams moved from 1332 NW Flanders St., where traffic access was diminished when the Ned Flanders Crossing bike and pedestrian bridge was completed in 2021. Their new location is 1120 NW 21st Ave., was part of a 1924 retail building last occupied by Northrup Grocery in the early 2000s. The rest of the building is being remodeled for tenant improvements.

Warby Parker is moving three blocks south on Northwest 23rd Avenue to a larger space in the Glisan-Hoyt block.

Onyx Salon is now at 2361 NW Westover Road after moving from 820 NW Hoyt St., where it was established in 2012.

NOBBY NEWS

Vol. 29, No. 8 "News You Can't Always Believe" AUGUST 2023

The great pickleball tournament

The gang at the Nob Hill Bar & Grill was recalling the good old days when local taverns had sports leagues—pool, softball, bowling, even mush ball. So Jimbo was appointed to make something happen, and he decided pickleball is what's happening.

When Jimbo announced a tournament to bring the best pickleball players together, word quickly spread. On the big day, a bunch of strapping young guys showed up in uniforms with Portland Pickles printed on the front.

The first game they played, things went sour fast. The big Mr. Pickle swung that paddle so hard the ball shot through a window and across the street. "Home run," shouted his friends, giving high fives.

"Out of bounds," corrected Jimbo, acting as tournament commissioner and line judge.

They never did agree, but the ball was long gone, so everyone ordered burgers with extra pick-



les and had a good laugh. Who can fight over pickles, after all?

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Reports to PDXreporter



July 5
Abandoned car being used for drug consumption and located next to a public school (MLC).
City response: Duplicate report.
Probability of action: very low.



July 5
Stolen car (confirmed with license plate check)
Non-emergency phone hold time: 47 minutes.
City response: “We’ll send an officer to check on it.”
Result: car towed away in less than 24 hours.



July 7
Illegal camping near a public school (MLC), and feet from a children’s playground.
City response: Risk Assessment 41/100.
Probability of action: very low.

"Act like" cont'd from page 1

Police Bureau towed away after I filed a police report), and we have at least three cars in the area that are being used for illegal camping.”

He provided photos, license numbers and GPS coordinates of the three.

A blue Chevy Impala “is being used for drug dealing and drug usage,” he wrote. “This car appears to have had multiple tickets issued over the past few months, yet it remains.”

A black Ford Expedition parked on the Northwest Glisan Street side of the park was given an apparent free pass by PBOT. A sticker on the windshield issued June 29 advised the occupant to “please contact me regarding this vehicle ... to avoid “decisions without your input.”

A man inside the Ford told the NW Examiner that he contacted PBOT as advised and was offered assistance leading to a shelter space, for which he and his companion were grateful. No fines were mentioned. He was also hopeful of getting help to repair and move the vehicle.

Continued on page 12



July 5
Illegal camping near a public school (Emerson) and on a PBOT “Safe Route to Schools” corridor.
City response: Duplicate report.
Probability of action: very low.



July 6
Illegal camping near two public schools (MLC and Emerson) and on a PBOT Safe Route to Schools corridor.
City response: Risk Assessment 34/100.
Probability of action: near zero.

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Above: Couch Park, which is owned by Portland Public Schools, faces two schools.

Top left: Abandoned cars are common around Couch Park.

Left: A special notice from the Portland Bureau of Transportation was pasted to a Ford Expedition in June. “It is used to open up dialogue with the vehicle owner or occupant,” A PBOT spokesperson said. “When we find someone living in a vehicle we are attempting to take a humanitarian approach. ... We have not had any changes to our process due to the camping ban. Camping in vehicles near schools and Safe Routes To School are prioritized. Right: Abandoned cars are common around Couch Park.”

"Act like" cont'd from page 11

A silver Mazda parked on Northwest 20th Avenue across from The Emerson School has been there at least a month, according to a neighbor. The man at the wheel pointed to two vehicles on the next block that he claimed had been there longer than he has, while offering a crude means of marking his parking duration. He said his tires lose about five pounds of pressure per week. His fully flattened front tire—"It's not flat, it's just out of air," he corrected—would suggest the seasons have turned since the car has moved.

"This is troubling, as Couch Park is actually owned by Portland Public Schools and is supposed to be a shared playground area for the Metropolitan Learning Center," Zarnitz wrote. "There is an emergency declaration from Mayor Ted Wheeler still

in effect that bans camping within 150 feet of school property. In addition, there are several PBOT Safe Routes to School corridors in the area serving both MLC and The Emerson School."

The schools have taken measures to protect their students. MLC "erected a metal fence in a desperate bid to insulate students from drug abusers smoking fentanyl mere steps away," reported Northwest Portland News, an online news service whose parent company Zarnitz owns.

The Emerson School, a nonprofit operating a K-5 public charter school,

"Simply addressing abandoned vehicles may seem straightforward ... things can become more complicated when individuals are found living in those vehicles."
— Mark Williams, PBOT interim parking director

does not allow students outdoors.

Mark Williams, PBOT's interim parking director, responded in depth to Zarnitz's concerns.

"Our city actively addresses issues like the ones you've described on a daily basis. ... My team tells me that they have been at that location once recently and plan another

round within the next two weeks. Also, records indicate a tent at or near the park was posted for removal on July 7.

"There is no selective enforcement policy in place," he continued, and

while "simply addressing abandoned vehicles may seem straightforward ... things can become more complicated when individuals are found living in those vehicles."

Zarnitz replied that, "though we have to be sensitive to the less fortunate, we also have to be sensitive to the parents and children of the Northwest District. ... Allowing people to use drugs in illegally parked cars surrounding the park by not subjecting them to enforcement is not an option that sits well with the neighborhood."

Under the headline, "Couch Park in chaos: city indifferent," Northwest Portland news reported July 12 that the park "has descended into a lawless free for all, with little to no help offered by the city of Portland." ■

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Why they should be honored?

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Nominator's phone or email address

Or email this information to allan@nwexaminer.com by August 7.



Memories tied to old Wells Fargo branch

The Wells Fargo Bank branch at Northwest 19th and Raleigh streets will close Friday, Aug. 4, at 4 p.m., to be replaced by a new location at Northwest 22nd and Raleigh St.

According to local historian Ted Kaye, the old bank “opened Dec. 18, 1950, as the Industrial Branch of the First National Bank of Oregon. Its longtime manager (starting in 1957) was George Goforth.”

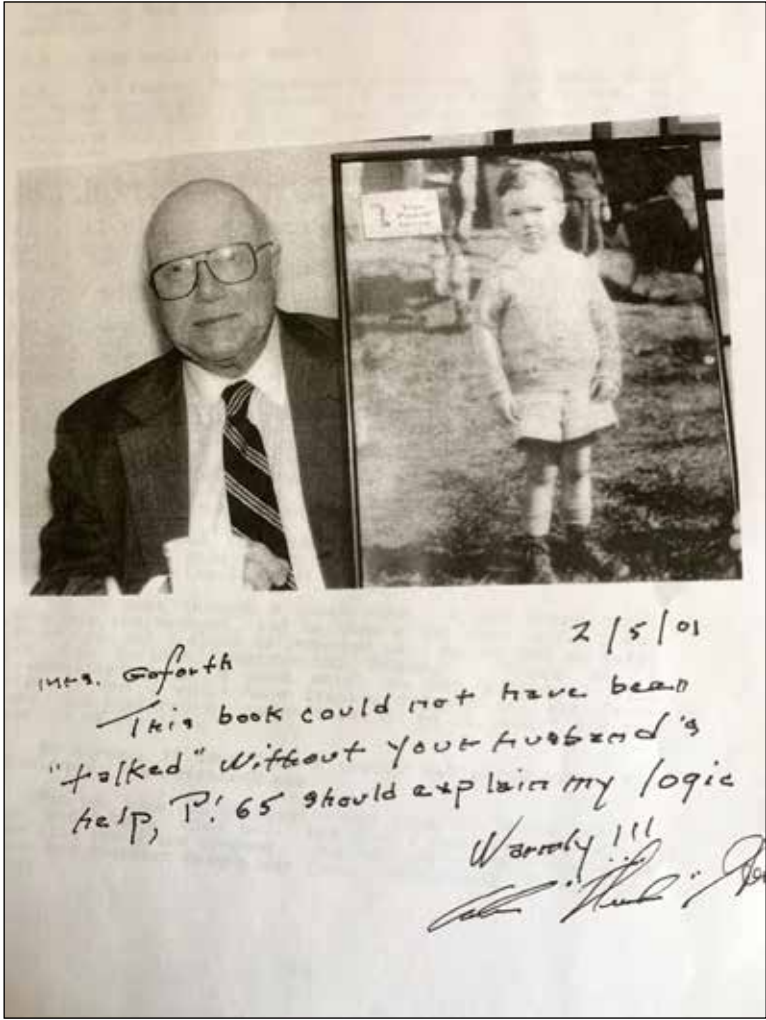
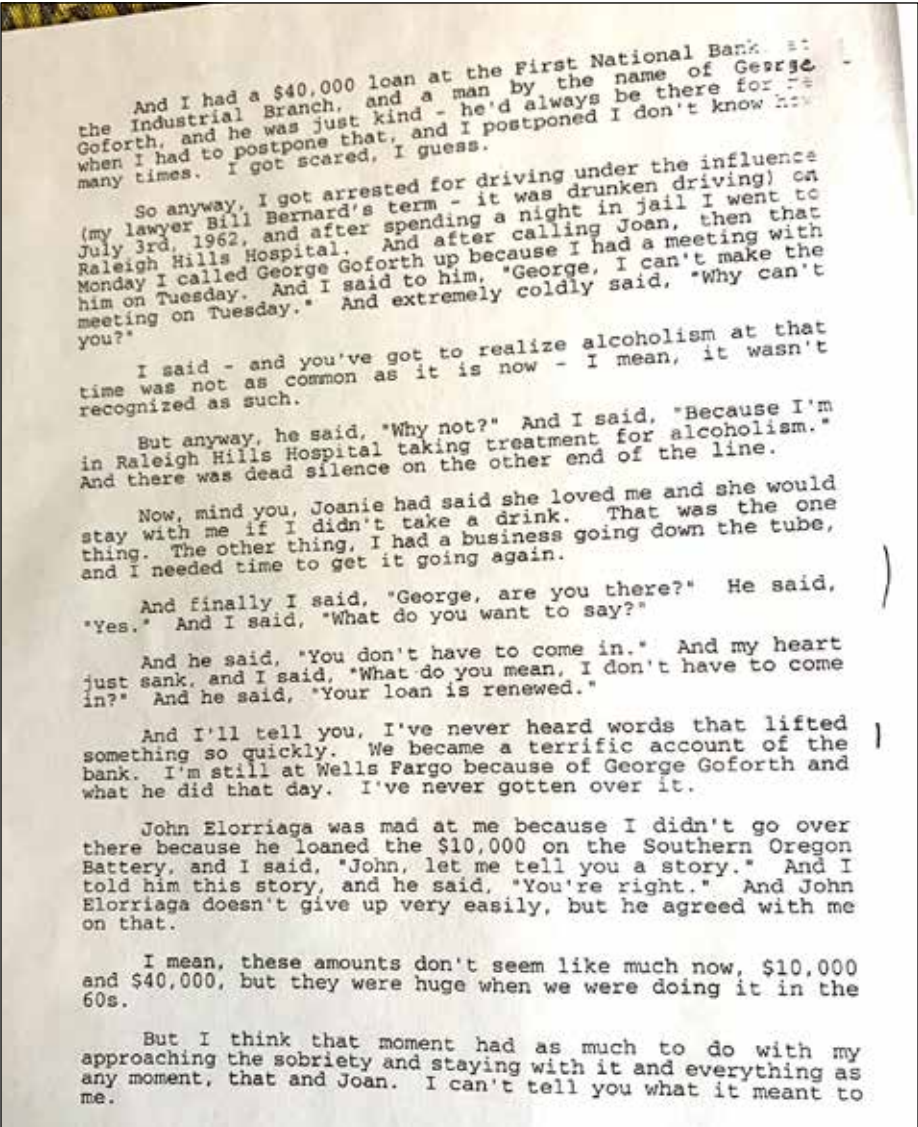
Goforth, his wife Ruth and children Larry and Kathleen, lived for many years in Willamette Heights at Northwest Thurman and Gordon streets.

Through mergers, the bank became a First Interstate Bank and then Wells Fargo Bank.

“I opened my first account there in 1961 and have been a customer ever since, as have many neighbors,” Kaye said.

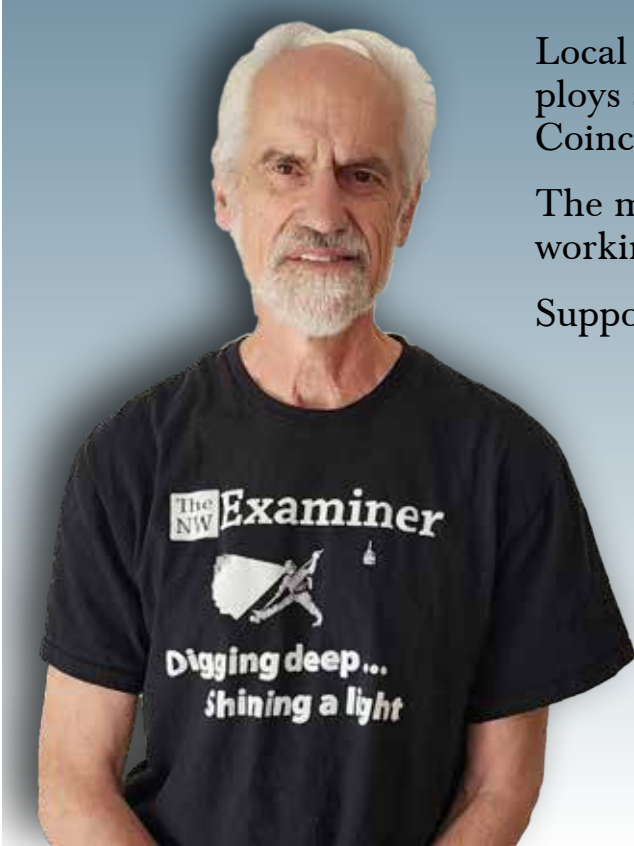
Kathleen Goforth treasures a story about her father and the bank included in an Oregon Historical Society interview with Alan “Punch” Green, a Portland business and civic leader and ambassador to Romania. Green died in 2001.

George Goforth, who died in 1999, and Ruth, who died in 1998, never saw the letter to Kathleen.



Above right: The Oregon Historical Society interviewed Alan “Punch” Green in the year he died in 2001, documenting an exchange with George Goforth that changed his life.

Right: George Goforth managed what was then the Industrial Branch of First National Bank of Oregon.



Local government has become more secretive in recent years, drawn to ploys and strategies that would not hold up against an informed citizenry. Coincidentally, the local news media has grown weaker during this time.

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Snapshots



A signalized pedestrian crossing on West Burnside Street at St. Clair Avenue where two pedestrians were killed last year has been funded and scheduled for installation in 2024. Flashing beacons would be activated by pedestrians. Photo by Wesley Mahan

A coolant line burst at The Henry Condominiums Building at Northwest 11th and Davis streets on June 27, spilling 10,000 gallons of water and flooding ground floor spaces, according to Oregon Restoration, which cleaned it up. Although resident Sean Casey said a spill sample he had tested for glycol refrigerant was positive for dissolved solvents, a representative of Oregon Restoration said it was merely dyed water.



Rose Haven, a day shelter for women and children at Northwest 18th and Glisan streets, is providing Shelterbags in response to the city's camping ban. The one-piece sleeping bags designed for homeless people are manufactured in South Africa and donated to Rose Haven.

An unofficial street sign on Northwest Davis Street at Third Avenue declared it NW Darcelle XV St. briefly last month before the Portland Bureau of Transportation removed it. Meanwhile, the city has renamed O'Bryant Square as Darcelle XV Plaza.



A wild drive through the Northwest District ended at Northwest Naito Parkway and Couch Street, where Adolfo Beltran-Megia Jr., 27, was arrested peacefully and charged with attempting to assault a police officer with a 1997 Pontiac and driving under the influence of intoxicants. Portland Police eventually deflated his tires and pinned his car between squad cars.



The Portland Timbers/Thorns hosted the Goose Hollow Foothills League annual picnic on the Duracell Deck at Providence Park last month. All neighbors were invited for an afternoon of food, drinks, swag and community connection.



A family friend organized a GoFundMe campaign that has raised \$29,000 to cover funeral expenses for Bobby Smallwood, a security guard who was shot and killed July 22 at Legacy Good Samaritan Medical Center.



Multnomah County deputies seized more than 58,000 fentanyl pills and 16 pounds of fentanyl powder at Southwest Main and 20th streets in July after a monthslong investigation. The sheriff's office estimated the street value of the seized drugs to be between \$320,000 and \$400,000. Scales, pill presses, a handgun and \$5,000 in cash were also found.



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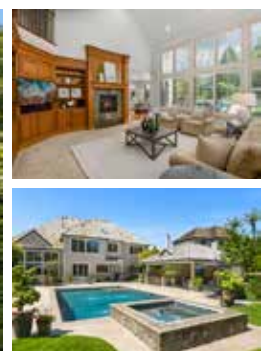


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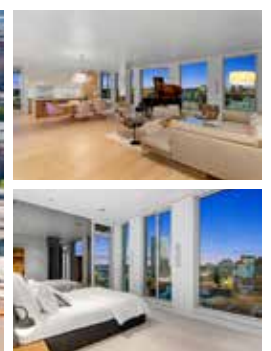


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VIDEO



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