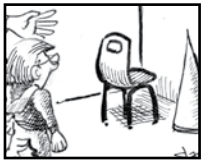


“Digging deep,  
Shining a light”

INSIDE



p. 3  
Solution to  
neighborhoods?

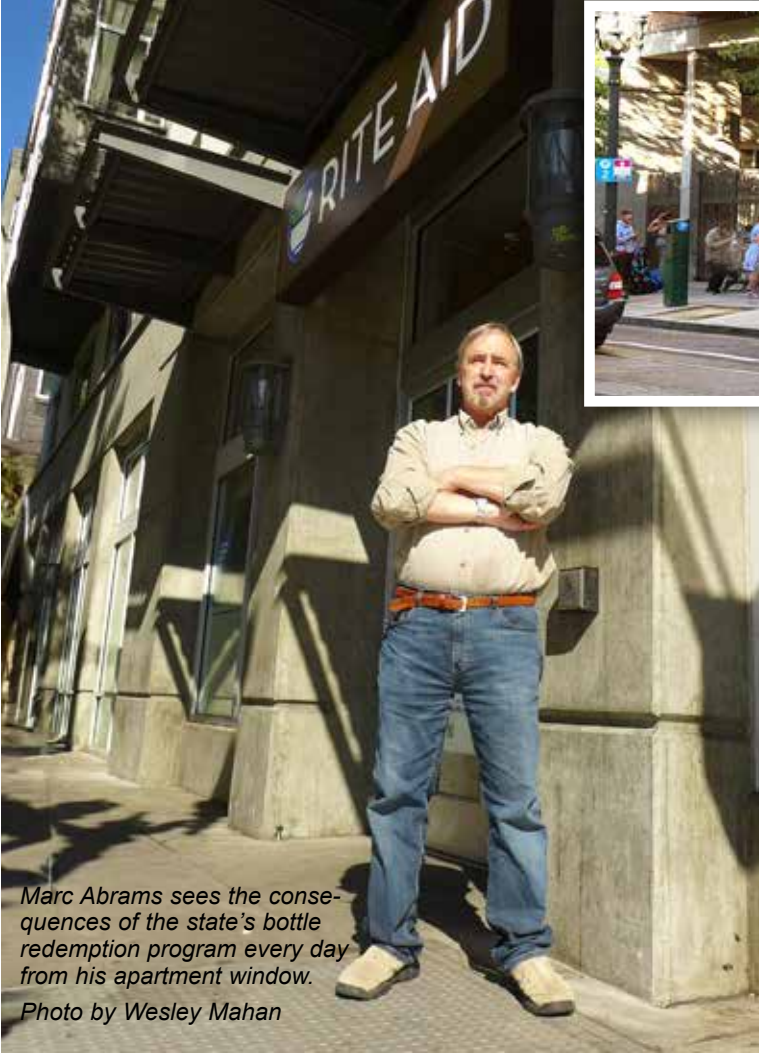


p. 10  
Few take this  
wallet



p. 14  
Tanner Springs  
survivor

# Is Bottle Bill worth the trouble?



## The scene at Northwest 10th and Hoyt suggests it might not be

BY ALLAN CLASSEN

Oregonians and their Bottle Bill have enjoyed an admirable 52-year marriage, but lately some of the former are thinking of divorce.

The program is now blamed for feeding the city’s unchecked drug market, making public spaces unpassable while overburdening mom-and-pop stores. The direct pipeline between an indigent person’s bag of redeemable containers and a dose of blue fentanyl pills is a daily drama at Northwest 10<sup>th</sup> and Hoyt streets, where a Rite-Aid convenience store must by law pay in cash

to a line of desperate recyclers.

“It’s time for the state to revisit the Bottle Bill,” Ken Thrasher said.

Thrasher chairs the Northwest Community Conservancy, a neighborhood-funded program to restore safety and livability in the Pearl District. Thrasher retired as CEO of Fred Meyer Inc. in 2001, and even then thought the processing of bottle deposits a dirty and unhealthy duty better done far from stores.

But what is happening now at RiteAid and across the city is not mere annoyance.

Cont’d on page 6

## Tree lovers unite in opposition to intersection treatments



Significant trees such as these at Northwest 21st and Irving streets are among the 28 street trees in jeopardy if a city curb extension project goes forward. Google Maps image

BY ALLAN CLASSEN

Recent Portland Bureau of Transportation projects have deeply divided Northwest Portland neighbors. What some consider the worst of these projects—the ones most disruptive of auto traffic flow—are considered the best of all by those who believe disrupting drivers is the whole point.

But now PBOT is finding itself clutching both ends of a live wire, offending two sec-

tors that heretofore have agreed upon almost nothing.

It’s all about Portland’s perhaps favorite biologic family—trees.

PBOT proposes cutting as many as 28 trees along Northwest 21<sup>st</sup> and 23<sup>rd</sup> avenues in order to install 20-foot-long curb extensions at 10 intersections between Flanders and

Cont’d on page 14

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Leif Spencer  
Ken Thrasher  
Friends of Wallace Park  
Wayne Wirta

More details on page 12



### A PRESERVATIONIST'S DREAM COME TRUE



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3 bedrooms, 2 baths, 2,482 Sq. Ft., RMLS# 23577383 \$895,000.

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—Suzann Murphy, owner of (w)here Real Estate, where-inc.com

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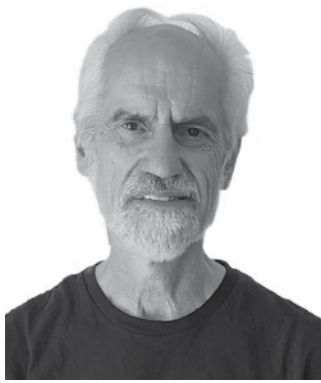
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Mayor looks for solution to neighborhoods

I do not blame Mayor Ted Wheeler for half of the criticism he gets, but in one area he has borne a Teflon shield. Though undermining neighborhood associations throughout his tenure, he has never been compelled to explain himself.

In the latest example, he included neighborhoods with a cluster of emergency programs related to homelessness and behavioral health that he wants to control through the mayor’s office, an exception to the voter-approved charter reform putting all departments under a city manager.

Wheeler called this cluster of exceptions Portland Solutions, and for all other programs in the package perhaps there is justification. These are the intractable problems associated with an officially declared housing emergency that overrides normal zoning rules while drawing on special revenue sources.

But neighborhoods? Are they a conundrum needing special corrective action? What do they have in common with the other obviously intertwined topics? Are neighborhoods seen as impediments to siting homeless shelters? Are they being pitted against “the homeless-industrial complex” in a conflict in which their aims can be trivialized compared to primal matters of survival? Some people crafting Portland Solutions saw this as the best way to help neighborhoods get answers from City Hall, but suspicions were invited because Wheeler did not answer his critics. Nor did he respond to a request to comment on this column.

The rapid rollout of Portland Solutions without input from neighborhood associations is telling. It has been said that if you don’t know what the plan is, you are its target.

In this case, he had taken too big a bite. Based on some combination of legal advice and pressure from neigh-

borhood activists, who complained that they were shut out of the Portland Solutions formulation, it appears that the neighborhood program will fall under the city manager after all. But Wheeler’s intent was clear, and it was consistent with his record in office.

Wheeler occasionally gives lip service to neighborhood associations and citizens involved at the grass roots to make the city better. But when it counted, he fed them to the wolves. In 2017, he assigned the Office of Neighborhood Involvement to Commissioner Chloe Eudaly, who discredited and demoted neighborhood associations administratively while Wheeler watched passively. He had the authority at any time to reassign the bureau to another commissioner. Did Eudaly have his blessing to swing her meat ax? Seems she did.

When neighborhood associations got behind a successful campaign to defeat Eudaly and replace her with an out-

spoken advocate of neighborhoods, Mingus Mapps, Wheeler did not do the democratic thing and assign the bureau to Mapps. Instead, he gave it to another commissioner openly hostile to neighborhood associations, Jo Ann Hardesty, where it stayed for her full four years. The pattern was hard to miss.

So for eight years the city’s neighborhood program was guided by commissioners whose mission was to weaken and bend them toward a commissioner’s agenda. I draw the conclusion that the scorched earth policies under Eudaly and Hardesty gave Wheeler what he wanted without having to put his own fingerprints on the matter.

After seven years, Wheeler has learned that neighborhood associations can be pushed around without much blowback. Even when one or a few associations protest, they do not unite city-wide in a way that threatens the powers on high. The associations are more focused on retaining funding to their

district coalition offices than shaking up the system.

As a result, the mayor thinks he can define the role of neighborhood associations in Portland.

But his organizational chart is upside down. The people of Portland own the city. We choose the officials who manage it in our interest. It is not for those temporarily entrusted with great responsibility to define our place or to engineer citizen advisory processes that ostensibly reflect our will.

Because we love the city, we pick up the trash, come together to volunteer and to make our neighborhoods better. We offer advice but do not give orders to government officials. These actions should not be seen as weakness. They are what must be done to make self-government work.

We are all students in this perpetual classroom of government by the people. There is no assigned seating. ■



Readers Reply

Letters can be sent to: [allan@nwexaminer.com](mailto: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.

Shelter’s side slighted

The NW Examiner’s recent article, “The Two Sides of Rose Haven” [September 2023], didn’t really deliver on the promise of its headline. The story mostly focused on neighbor complaints of bad behavior in the area around this nonprofit’s building. Missing from the piece was a fair accounting of the

“other” side; that of the at-risk women and children Rose Haven serves.

A follow-up article might include stories of lives changed and saved by the work of this organization. They are there for the telling.

This article might report that Rose Haven has been part of the northwest neighborhood for over 20 years. Its mission hasn’t changed, Portland has.

Nobody was prepared for the spike of homelessness, open drug use, and untreated mental illness on our streets. Rose Haven didn’t ask for the extra demand imposed on it. It certainly doesn’t have the resources to police the surrounding neighborhood as well.

I don’t want to minimize the concerns of my neighbors expressed in the article. I share many of them, as an

immediate neighbor of Rose Haven. But, reasonable minds can differ about cause versus effect, chicken and egg. To blame neighborhood caregivers for the onset of things beyond their reasonable ability to control seems to this neighbor like misdirected frustration with our bigger problem.

Ted Miller  
NW Glisan St.

Cont’d on page 5





## Peter F. Adams



Peter Adams, who graduated from Ainsworth Elementary School and Lincoln High School, died of cancer Aug. 29 at age 79. He was born April 1, 1944, in Portland and grew up in Portland Heights. He was the great-grandson of longtime Oregonian publisher Henry Pittock. He received a bachelor's degree from Portland State University and an MBA from the University of Oregon. He worked for ESCO Corp. as an accountant and served on its board of directors for 35 years. He purchased a vineyard and winery in the Chehalem Mountains, producing wine under the Peter F. Adams label beginning in 1981. He opened The Portland Wine Co. on Southwest Hamilton Street. In the mid-1980s, he purchased Karban Corp., a construction company that later became Farmington Mobile Crushing. He married Carol Crampton in 1967. He served on the board of River View Cemetery for 32 years and was a member of the Racquet Club and Multnomah Athletic Club. He is survived by his wife, Carol; daughters, Portland and Fanny; sister, Sandra Beebe; brother, Tony Adams; and four grandchildren.

## Vida Lee Mick Edera



Vida Lee Mick Edera, a longtime Northwest Portland resident and business operator, died Aug. 29 at age 93. Vida Lee Willard was born Jan. 24, 1930, in Albany, where she grew up. In 1949, she married Glen Mick, and in 1970 they purchased the Foothill Broiler in the Uptown Shopping Center. She operated the restaurant until 1997, providing career opportunities for a generation of neighborhood young people. After a divorce, she married Eugene Edera in 1996. Survivors include her daughters, Kate Merz, Marlyis Mick, Wendy Hart; sons, Ted, Erick and Shawn; 15 grandchildren; and several great-grandchildren.

## Douglas Bollam



Douglas Walden Bollam, a graduate of Ainsworth Elementary School and Lincoln High School, died Sept. 2 at age 82. He was born on Aug 10, 1941. He received a degree in engineering from Oregon State University before working at Zidell Corp. He spent most of his career in real estate development. Bollam excelled in sports in high school and was a lifelong member of the Multnomah Athletic Club. He lived in Lake Oswego.

## Dr. Fernando Leon



Dr. Fernando Leon, a longtime resident of Arlington Heights, died Sept. 10 at age 91. He was born in Mexico City on April 9, 1932, and worked on his father's coffee farm as a youth. He received his primary, secondary and medical education in Mexico before immigrating in 1955 to Portland, where he completed his medical education and was certified as a general, thoracic and vascular surgeon. He practiced medicine for more than 40 years, primarily at Providence Portland Medical Center. For nearly three decades, he served as Honorary

Consul of Mexico in Oregon. He received the Ohtli Award in 1998 for exceptional service to Mexico. In 1957, he married Dolores. He is survived by his wife, Dolores; daughter, Alitha Jenkins; sons, Jeffrey and Regan; and five grandchildren.

## Death Notices

**EUGENE APPEL**, 86, member of Havurah Shalom.

**GERTRUDE BEIER-GILLAM**, 76, attended Lincoln High School.

**RUTH SMITH BOUGHNER**, 101, 1940 graduate of Lincoln High School.

**PATRICK CRONIN**, 82, owner of a Pearl District flooring company.

**WILSON HULLEY**, 85, 1956 graduate of Lincoln High School.

**ALGESA CLARA (MARINELLI) JULIANA**, 105, born in Linnton.

**JANE KNOWLTON**, 78, 1963 graduate of Lincoln High School.

**KEITH LOUIS MILLER**, 96, member of the Multnomah Athletic Club.

**BETTY STEVENS**, 90 member of the Portland Audubon Society.

**SHERRY "SHAY" WILMARTH WALLACE**, 76, member of the Portland Garden Club.

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](mailto:allan@nwexaminer.com). Photographs are also welcomed. There is no charge for obituaries in the Examiner.



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## Rose Haven could do more

Rose Haven’s neighbors would be much happier if Rose Haven (1) provided more security and (2) demonstrably got homeless people off of the street.

Rose Haven needs to face the fact that homeless services attract homeless people, and that while most are harmless, the percentage of antisocial individuals and outright criminals is far higher among the homeless than among the general population. Expecting them to abide by Rose Haven’s Community Agreement is absurd. Rose Haven needs to recognize that reality, and its impact on neighbors, by hiring more security.

They can afford it, with more than \$3 million in the bank at the beginning of the year ([rosehaven.org/wp-content/uploads/2023/05/2022-Year-end-Balance-Sheet.pdf](https://rosehaven.org/wp-content/uploads/2023/05/2022-Year-end-Balance-Sheet.pdf)).

Secondly, they need to focus more on getting people off of the street. The About Us section of their website talks about how they help women and marginalized people who are homeless. There is also a fair amount on their commitment to diversity and inclusion, and there are uplifting, though vague, anecdotes about the people they have helped.

However, there is little about services that actually get people off the streets, and no statistics at all on how many of them actually get off the street. If Rose Haven does not measure how many of their clients get off the streets, it leads me to believe the numbers would be small.

Most of the non-governmental organizations working with the homeless in Portland and most government policies seem to aim at making the homeless more comfortable while living on the streets. Actually getting the homeless off the streets, which is what the citizens of Portland and the neighbors of Rose Haven really want, seems to be an afterthought.

Karl Mautner  
NW Johnson St.

## Another side of Rose Haven

After reading “The Two Sides of Rose Haven,” I offer a third view.

Rose Haven offers all that’s described in this piece. More important, they offer a place for community, respect and dignity. Essential for us all, but for our most marginalized, they are crucial for a sustainable future. Imagine if there were no Rose Haven.

The effects of the pandemic, the housing crisis, Measure 110 and ineffective government leadership has left our city in a humanitarian crisis—a crisis that is not the responsibility of one agency.

Residents choose to live in this Northwest urban location for the benefits mixed city life offers, not to experience humanitarian neglect. I suggest the neighborhood offer a unified voice seeking creative solutions. Language is one of the most important ways to demonstrate our acceptance or rejection of a person’s dignity and identity. Placing blame on NIMBY attitudes only tears our communities apart. We all want the same results, and words matter. A collective voice has the power to change hearts and minds.

Rose Haven is managing the realities of this crisis, serving those well beyond their mission as a community center in addition to now acting more as an intervention crisis center. Now serving 150 guests a day—an 85 percent increase from two years ago and a 50 percent increase in homelessness since the pandemic—this reflects a 20 percent increase since last year. What we are seeing in our neighborhoods is a result of this increase combined with a crucial gap in needed resources.

Katie O’Brien, Rose Haven’s executive director, works tirelessly with the neighborhood in addressing these issues, but it’s not her job alone. It’s up to all of us to

lean in with more than words and hopes of restoring our vibrant community and blending in the diversity we honor.

Kathy Kelly  
SW Kingston

## Impacts severe

The article about Rose Haven was well researched and looked at most sides of the impact that the day shelter has on the neighborhood. Yes, Rose Haven provides a much needed service to the city and appears to be well run. At the same time, the neighbors and businesses near the shelter have been severely impacted.

Many are traumatized by the hundreds of visitors who daily frequent the area to use the services. Several visitors of Rose Haven have heavy addictions to meth, other drugs and or alcohol. Some have severe mental illnesses and bring their partners with issues along to wait. They leave the donated food, cigarettes, foil, clothes leftovers, human feces, etc. on the streets for us to clean up. They sleep in front of our homes to be closer to Rose Haven, which means yelling at nights or trash every day. It means never knowing if you are safe walking on your block or even inside your residence.

Neighbors have been attacked both inside and outside of their homes. This may be tolerable in smaller doses, but it is life-changing for the neighborhood when hundreds come daily. Rose Haven is now a magnet and folks come from far and wide. We need security and cleanup night and day for blocks nearby. We live about three blocks away and would move our family if we could.

Thank you for presenting both sides. Often, the news only reports from the services needed point of view while minimizing or ignoring the neighborhood and its impacts.

Ron and Janice Duncan  
NW Hoyt St.

## Orwell was right

It seems fine to approach problems in Portland as if they can be solved within the existing system of government, as if the people in power are suddenly going to listen and change things for the better.

Good faith aside, it seems more likely that Portland is no longer that place we remember from decades ago as a city of sensible, common-sense government, and few people in charge now seem to care about the past as something to learn from.

Our leaders promote new ideas, new laws and new cultures that reflect a future of their own design, even if that future ignores the solid values of the past, and despite pushback, they will force us into their plans anyway. In the meantime, they will seek to erase any truths from history. The only monuments left standing are ones in our minds.

Cities in the past spent money on sensible things that benefited the public. What the taxpayer is paying for now is scary to contemplate. Whatever is going on now, it is beyond our control. We now use public monies to empower addicts, squatters, criminals and deadbeats. Anarchists beat the drums we march to. What used to be called kindness has been turned on its head into a mockery of decency.

It’s like Orwell’s “Animal Farm,” where the animals took over the farm and then they created new rules that favored the animals. But the new rules were just as oppressive and un-egalitarian as the farmer’s old laws, though they worked well for the new powerful class of leaders and their friends.

Gone is the idea of rule by wise kings. Instead we now have the new world of collective self-servers and parasites. Corruption, dishonesty and rigging the system are their new ideals.

John Tomlinson  
SW 21st Ave.

Cont’d on page 8



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A line forms daily outside RiteAid, where one individual at a time is permitted to enter the store to have containers counted.



A small sign inside a RiteAid window has no discernible impact.

**“It’s just perpetrating the drug trade.”**  
– Ken Thrasher,  
Chair, NW Community  
Conservancy

*“Bottle Bill” cont’d from page 1*

“It’s just perpetrating the drug trade,” he said, noting that fentanyl dealers set up shop near the line at RiteAid and sell pills for \$2.50 each to “canners” having just received their payouts.

“It’s a terrible cycle we’re living in,” Thrasher said. “It [the Bottle Bill] was right at the time, but now—because there’s a drug market—they need to reconsider what they’re doing.”

### Police calls soar

Marc Abrams, whose condominium overlooks the RiteAid, may be one of the least likely critics of the Bottle Bill’s merits.

“I cut my teeth politically on the bottle bill, working for the sponsor of the bill in the Connecticut Senate while in college,” he wrote in an email to state Sen. Elizabeth Steiner last month. “I’m a believer, but the devil is in the details.”

Abrams, a former Portland Public Schools board member and longtime litigator for the Oregon Department of Justice, thought his local elected officials might help.

“Now that Safeway and Fred Meyer ONLY use a BottleDrop system, they have functionally become private clubs,” Abrams wrote. “You have unmanned stations where you need a card to open the chute and drop your bottles, which must be in their green bags with your printed out ID stickers.

“In other words, folks going block by block and collecting from the garbage receptacles or living in transient situations cannot use these,” he wrote.

“So where do they go? They go to a business that sells soda and beer but is too small to do BottleDrop, and is outside a specified radius from the big boys. In the Pearl, they are going to the RiteAid on 10th and Hoyt.

“As a result, the northeast corner of that intersection frequently smells like Bourbon Street in New Orleans at 4 a.m. There is almost always a line of people with massive bags of cans—100 or more—waiting to enter the store, which only lets them in one at a time. Twice now I’ve even seen staff from Central City Concern assisting getting folks there.

“And then, of course, many of them trade the money for drugs and take the drugs right there. Twice in the past month, I have had to break up groups lighting up what I presume is fentanyl right on the corner.

“I have spoken with the manager of the RiteAid. They have no answer. ... Their only foolproof option is to stop selling drinks that are under the Bottle Bill, but that’s 15-20 percent of their revenue, so they aren’t going to do that. And the problem continues.”

Abrams is not the only one paying attention to the corner of fate and redemption. Jasmine Sutton of the Portland Police Bureau said there have been 245 calls for police service at Northwest 10<sup>th</sup> and Hoyt streets so far this year.

“It was not surprising to us that there have been so many calls to service at RiteAid,” Pearl District Neighborhood Association President Stan Penkin wrote in an email to Sutton. “While this location has been problematic for years, it has now been exacerbated ten- or

twenty-fold since the inception of bottle returns.

“RiteAid is now the source of various criminal activities, including open drug use, that not only affect the immediate area but spread throughout the neighborhood,” Penkin wrote. “We take pride in our neighborhood and work very hard to keep it clean, safe and livable. The RiteAid situation has become untenable, and something must be done.”

Sutton said she will seek extra patrols in the area and work with the Multnomah County District Attorney on strategic prosecutions.

### Lawmakers no help

Meanwhile, Abrams has gotten no traction with local elected officials. The city “has shown amazing support for the houseless” at the expense of the rights of neighbors to live in peace and of homeowners whose property is devalued, he said.

Steiner’s Chief of Staff, Tatiana Amrein, told Abrams, “Senator Steiner sees what you are describing in her neighborhood and shares your frustration,” but “I am unsure how we can change the implementation of the Bottle Bill.

“This issue has come up periodically and changes have previously been considered,” wrote Amrein. “It has been determined in those discussions that they would cause more harm than good for individuals who do not have access to a full-service BottleDrop center, rural communities, and organizations that collect bottles and cans as donations.”

An aide to Oregon Rep. Maxine Dex-

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7



"Letters" cont'd from page 5

Strange districts

In the September issue, Vadim Mozyrsky criticizes the inclusion of Eastmoreland in an entirely Westside district to be represented by three city commissioners after the 2024 election ["Districting plan embeds flawed assumptions," September 2023]. This is the outcome of trying to carve up the Portland map into roughly equal areas in which about 160,000 citizens reside.

I do support changing our form of city government so that citizens are better represented. But I would prefer that each of the 12 city commissioners represent the district in which they live. If there were 12 districts, there would be no reason for a neighborhood like Eastmoreland to be uncomfortably placed with Westside neighborhoods.

The Willamette River is a logical boundary between city districts. Furthermore, this would eliminate the confusion of each district having three commissioners to represent its residents. Why will we have three commissioners? Is it because the new districts are so large? Wouldn't we be better served by a single commissioner representing a smaller district? It would be more likely that a commissioner would get to know the people and the issues in a smaller city district. As a result, the commissioner would be able to more accurately represent the interests of the constituents.

In 2025, after we have experienced four city districts, each represented by three commissioners, maybe we will want to change our city government to the 12 district, 12 commissioner configuration that I have suggested.

Dennis Harper  
NW 18th Ave.

Neighbors missed

I was saddened to note within the last several weeks the passing of both Steve Fosler and Rick Browning. Both were local architects who devoted much time, energy and their considerable talents to transportation issues in the Northwest neighborhood and the city. We continue to benefit from their efforts and they will be missed.

Chris Smith  
NW Pettygrove St.

Not a good neighbor

Our family lives directly across the street from Rose Haven, and we support the amazing work they do. We are concerned, however, that certain practices have contributed to making our neighborhood unsafe, and that the organization is not committed to being a good neighbor.

One of our main concerns is the line that forms a couple of hours before Rose Haven opens its doors. With no access to bathrooms, clients come across the street and defecate next to our house. Some step out of the line to smoke fentanyl under my child's bedroom window. Last year, two clients attempted to set a fire 3 feet from our house.

Before the agency moved here, the director assured us that clients would line up inside so that they did not face the indignity of being outside in all sorts of weather. This promise was reneged on. When residents of the apartment building south of the shelter complained, Rose Haven moved the line to the other side, across from my family. This didn't fix the problem for the neighborhood or for the clients. We have suggested that they bring the clients inside and provide numbers for them to keep the spirit of first-come, first-serve. This way there would be bathrooms, water, warmth and

shelter for those waiting. This suggestion was ignored.

In response to neighbors' concerns, Rose Haven organized community meetings in August 2022 and followed up by hiring a line monitor to address incessant screaming and fighting. But when the monitoring stopped, the same problems came back. Only when the director was made aware of racist and homophobic verbal attacks by one of their clients did they hire another monitor, but she too may be temporary. The community meetings stopped after two sessions.

We care deeply about our children, our community and unhoused women. When the Rose Haven staff goes home at night or on weekends, the clients still show up. Our family has helped at least three women find shelter, clothing and food because Rose Haven was not open. Many of the neighbors here also regularly volunteer to keep the neighborhood safe and clean for everyone.

Kerry Duff  
NW 18th Ave.

Bring the line in

I fully support the mission of Rose Haven. It is honorable and necessary work to support women who have been victims of domestic violence. I do not, however, feel that Rose Haven is fully committed to being a good neighbor.

First, making their clients line up outside Rose Haven causes most of the problems in the neighborhood. Neighbors have repeatedly asked Rose Haven to move the line inside, to no avail. While the women wait outside, they have no access to a bathroom. If the line were inside, clients could use Rose Haven's bathroom, instead of using the sidewalk for their personal needs.

Second, Rose Haven is only open weekdays from 9 a.m.-4 p.m. Rose Haven behaves as if they have no responsibility

for effects it has on the neighborhood when they are closed. Neighbors have triaged women's needs in the middle of the night. Neighborhood children have endured aggressive rants from Rose Haven clients who camp in the neighborhood.

I wish that Rose Haven was more committed to being a good neighbor. A simple first step would be to move the line inside.

Kara Shane Colley  
SW Main St.

Security please

In response to your timely and informative article, "Two Sides of Rose Haven," I would like to offer the perspective of someone who lives directly across the street from the shelter.

I don't think anyone questions Rose Haven's mission. I appreciate the work they do in these challenging times. My concerns center on the line that forms before and during Rose Haven's operating hours.

Having at-risk women congregate outdoors beyond business hours without security poses risks to both those standing in line and those living nearby. I have witnessed screaming, verbal abuse, threats and racist and homophobic insults. I think it's only a matter of time before someone is physically assaulted or worse.

It seems to me the only viable solution is for Rose Haven to provide security in the hour or two before they open and for as long as the line exists during their business day. This should help prevent harm to both those standing in line and those who live in very close proximity.

James Rollins  
NW Glisan St.



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# GREATER NORTHWEST PORTLAND DEVELOPMENT MAP

## FOOD FRONT

Owners of Food Front Cooperative Grocery will decide the direction of the business and property at 2375 NW Thurman St. at an online annual members meeting Tuesday, Oct. 17, 6 p.m. For a link to the meeting, write [board@foodfront.com](mailto:board@foodfront.com). The current board announced that it lacks the time and energy to reopen the store, though members willing to take leadership can still do so.



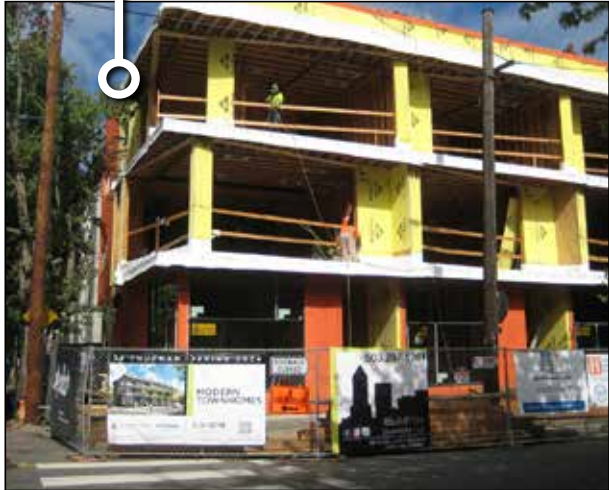
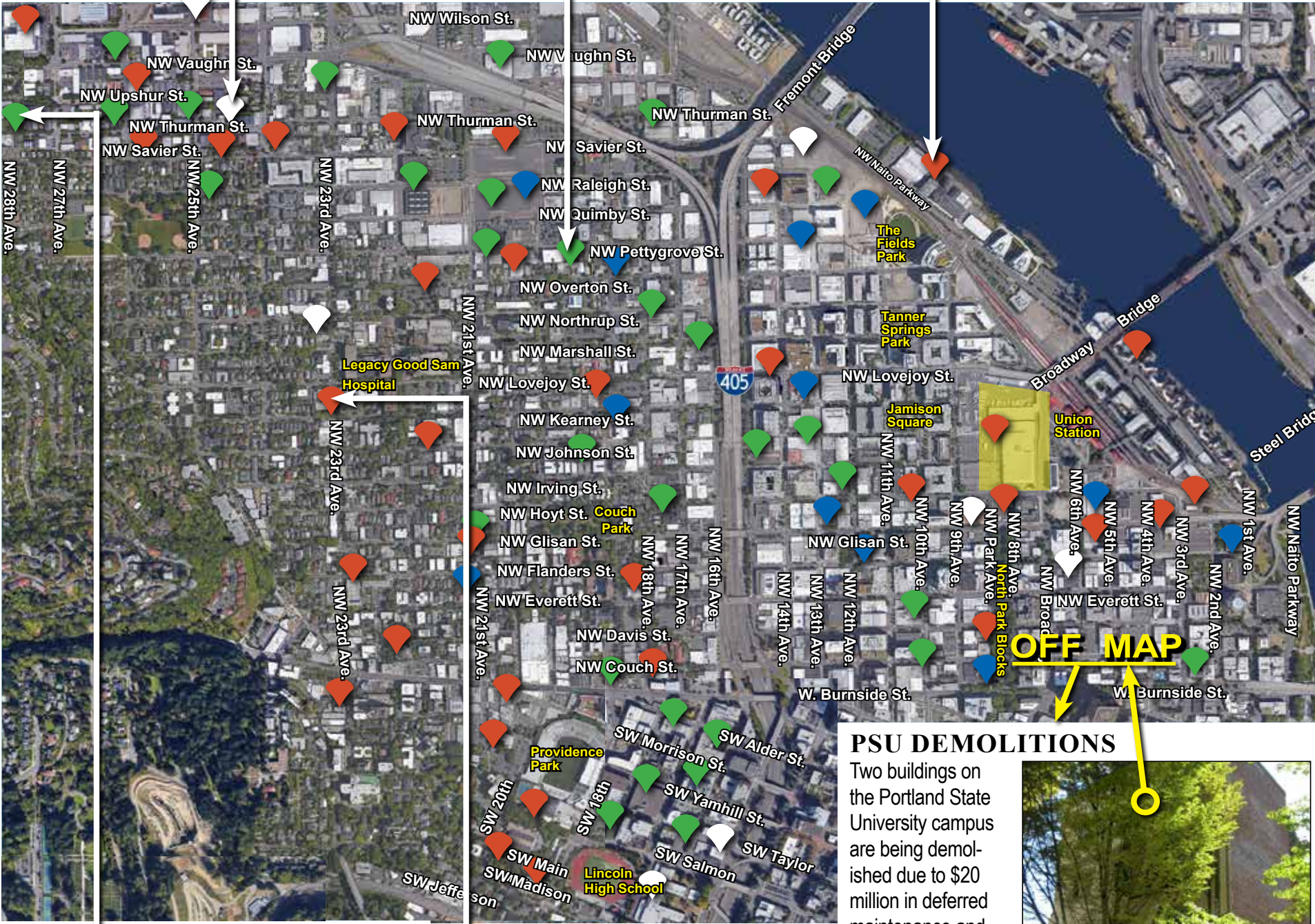
## 19TH & PETTYGROVE APARTMENTS

A seven-story, 126-unit apartment building at Northwest 19th and Pettygrove streets is nearing completion after three years under construction and six years since land acquisition. There is no off-street parking.



## CENTENNIAL MILLS

Developer Tim Ralston is proposing three five-story apartment buildings with a total of 277 housing units on the city-owned Centennial Mills Property. Plans include 4,000 square feet of retail space and 244 underground parking stalls. Other than code-required view corridors between buildings and setbacks for the greenway trail, Pearl neighborhood representatives found meager public benefit in a site Ralston acquired at no cost.



## MODERN TOWNHOMES

A three-story row of townhouses is taking shape at Northwest 28th and Thurman streets, a project of David Davies and Alta Urban Projects. A roundhouse turntable in the rear driveway will allow cars to exit a garage without backing into the street.

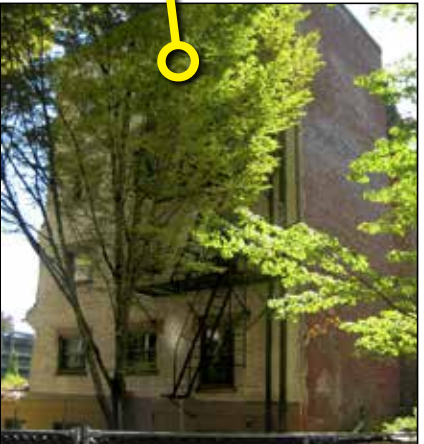


## KEARNEY STREET BOUTIQUE HOTEL

A 1904 house used as a marijuana dispensary since 2021 has been acquired for conversion into a boutique hotel. Kevin Baron, a Northeast Portland resident and principal in Baron Property Investments LLC, plans to add a basement unit and a second-story bedroom in compliance with Alphabet Historic District guidelines.

## PSU DEMOLITIONS

Two buildings on the Portland State University campus are being demolished due to \$20 million in deferred maintenance and unaffordable seismic upgrade requirements. The Parkway Residence Hall on Southwest Park Place and Market Street will be replaced by an academic building, and plans for the King Albert Residence Hall site at Southwest 11th and Montgomery site are in flux.



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



# Few forsake cars for transit subsidies

Type of Transportation Wallet	2017	2018	2019	2020	2021	2022	2023	Grand Total
AccessForAll_CENW Option 1							51	51
AccessForAll_CENW Option 2							41	41
Business Discounted Purchase				43	35	15	3	96
Business Parking Permit Trades	24	390	369	149	36	58	3	1029
Frontline Worker					289			289
Golden (low income)				108	97	120		325
New Mover				44	39	20	16	119
Promotion					7	5	1	13
Purchased		492	404	195	94	118	49	1352
Resident Parking Permit Trades	96	102	132	18	23	37	4	412
Grand Total	120	984	905	557	620	373	168	3727

This complicated chart tracks the Transportation Wallet program in Northwest Portland since its inception. Various benefits have been offered and revoked over the years. Source: Portland Bureau of Transportation



The current Transportation Wallet program offers three benefit options.

## Transportation Wallet program’s meager results a well-kept secret

BY ALLAN CLASSEN

When Northwest Portland businesses and residents came together in 2013 around a plan that included additional parking structures, the city pushed to first reduce parking demand before expanding the supply.

Parking meters were installed and permits issued to residents and businesses, generating revenues that were to be spent in the area designated as Parking Zone M. The 51 percent share reserved for local projects has been overseen by the Northwest Parking Stakeholders Advisory Committee, comprised largely of neighborhood and business representatives.

Much of the local share to date has been paid to consultants to study strategies to tamp down auto use. The main strategy has been a package of alternative transportation incentives called the Transportation Wallet.

“This is our key transportation demand management program,” said Rae-Leigh Stark, who staffs the Stakeholders Advisory Committee.

The program, which consumes 65 percent of the net revenues generated by the permit system, is budgeted for \$362,445 in the coming fiscal year.

Transportation Wallet holders can save on TriMet, Biketown, scooter rentals and car-sharing services. How does that benefit the community?

Getting drivers to use alternative modes may reduce air pollution and traffic congestion, but it does little to reduce parking demand unless car owners sell or dispose of their vehicles altogether.

By that score, the Transportation Wallet makes a very small dent in the parking squeeze. In the first half of 2023, only four residential permit holders traded their permits for Transportation Wallets. Three

business permits were also turned in for transportation benefits.

In the first three years of the program, results were better, averaging 110 trade-ins per year. That fell to an average of 26 over the next three years before plummeting this year.

PBOT has kept the downward trend a secret, never sharing the pattern with stakeholders. In July, Transportation Wallet Project Manager Sarah Goforth made a long and rosy presentation to the SAC.

“We have [added] a really fantastic and popular component to the Transportation Wallet program,” Goforth said. “People who live on low incomes and are income qualified, we offer them a free Transportation Wallet.”

As for the success of the trade-in program overall, “We’ve been successful. I think we’re doing about 30 or 40 a year so far,” she said.

Even taking those as the most pertinent numbers, are 30 or 40 fewer parking permits in use a satisfactory return on a \$360,000 annual investment? Could better results be produced by other means?

And what of the declining trend? Have changing social and economic trends rendered the Transportation Wallet an outmoded strategy?

Such issues have never been discussed by the stakeholders committee. Nor has the essential data been shared with stakeholders who have served in the decade since parking regulation came to the Northwest District.

**Data unseen**

The NW Examiner obtained a matrix of Transportation Wallet data from the program’s inception.

“Very interesting information that was

never presented to SAC or even mentioned,” reacted Don Singer, an original SAC member who was termed out with others under a PBOT dictate. “Every time we asked about the wallet, we would get the run-around.

“Over all of the years I interfaced with PBOT, I cannot recall where goals were set for a program and results were actually measured and compared to those goals. It was like, ‘please believe that if we build it, they will come,’” Singer said.

“I don’t recall there being any presentation about how the wallet program has contributed to lessening the parking challenges in the neighborhood,” echoed another 10-year SAC member, Tom Ranieri.

“To me the fundamental question is, does the wallet reduce auto use, or is it a perk for those already using transit?” asked Karen Karlsson, another longtime SAC member who termed out last year.

“I believe PBOT will tell you that it does reduce auto use, but I don’t know that their data will actually show that. For example, if someone has a driveway and cannot get a parking pass, that doesn’t mean they are reducing their auto use because they were given a wallet instead.

“I simply have not seen any evidence that the Transportation Wallet reduces auto use. It may, but very likely not significantly.

“I am not particularly adverse to the wallet being a perk. I just want honesty,” Karlsson said.

Rick Michaelson, who chaired the SAC for its first 10 years, has many basic questions about the wallet program.

“We simply do not know what the impact of the program has been,” Michaelson said. “This is why I pushed for budgeting for an in-depth evaluation of the program during my last year on the SAC.

“There also needs to be a clear understanding of the purpose of the program in order to judge its success. I start from the point that the purpose of all of the

SAC-funded programs is to make access to and parking in Northwest easier by supporting a variety of measures.

“This would mean that, for residents, the programs would be robust enough to allow them to live without a car. Just providing incentives for not using their cars does nothing to reduce demand. In fact, if the program encourages people to leave their cars parked instead of driving to work, it makes the parking problem worse.

“Is the wallet meeting its purposes, or is it just taking money from some residents and businesses to give a gift to others without changing travel patterns?” he asked. “We simply do not know.”

Todd Zarnitz, who joined the SAC a year ago, had not seen the historic Transportation Wallet data either but believes the program has been overrated and overfunded. He made a motion in August to cap funding of the program at 50 percent of the traffic demand management budget.

“It’s way over 50 percent now. That’s way too strong in my view,” said Zarnitz, who would prefer that community benefit funding go for street lighting, trash cans and things that make a visible difference in the district.

Voting on his motion deadlocked at 4-4, well short of the seven-vote requirement for adoption.

A study of the Transportation Wallet program by a consultant was scheduled to get underway this month although the SAC also failed to achieve seven votes in support.

News that the citywide Transportation Wallet program may be scrapped due to PBOT’s general operating deficits does not apply to Parking Zone M, according to PBOT spokesperson Dylan Rivera. The fund controlled by the NW Parking Stakeholders Advisory Committee has a surplus of \$322,000. ■

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# Lone survivor

By KARLA POWELL

Who live near Tanner Springs Park witness the arrival of a breeding pair of mallards each year. They descend predictably in early spring.

Last spring, many were dismayed that Portland Parks & Recreation staff chose that moment to drain the pond for quite some time. Needless to say, it sadly disrupted the ducks' breeding rhythms.

I heard talk that the mother had nested on a nearby condo landing and then walked her little ones down the unsafe streets to the pond once it finally was refilled. If so, I never witnessed that sorry procession. What I did witness was the rapid demise of those new ducklings to either predation, starvation or sickness. For all practical purposes, the mother had abandoned them. Occasionally she was spotted, but then soon was gone.

Yet one small duckling, whom I dubbed Intrepid, remained. Left entirely on its own, it showed amazing fortitude. As I understand, it's very unusual for a duckling to survive in such conditions. Every day I'd observe its progress, and I soon learned that I wasn't the only person captured by this poignant predicament. I'd often see the same people on the walkway, and we'd share our concerns.

As her markings grew in, I could tell she was female. Then plumage gradually appeared where once was down. One day she even flapped her newly forming wings at me as if to say hello. On another day, as I walked along the adjacent sidewalk, I spotted her on the park's grassy knoll, far from her protected waters. Were it not for the obvious survival strategy she was displaying, I would have found her a comical sight. With her backside absent of feathers, she appeared to be exactly what she was: an awkward, mid-stage duckling.

I saw a man with his two sons watching her and joined them. As Intrepid feasted on the plentiful grass and nibbled at nutrient-rich earth, I told them her story. The little boy asked me, "Is this your duck?"

No, I thought, she's "our" duck. Emblematic of a densely



Intrepid has grown into a fledgling this year.

urban pocket hungry for glimmerings of nature, she's as much a wonder as the very creation of this park built where once was a toxic brownfield. The fact that wildlife thrives in Tanner Springs Park is amazing indeed. This park, perhaps more than others, and its creatures deserve our vigilance.

Once Intrepid was almost fully grown, some ducks have regularly visited and lingered. One close in age to Intrepid has succeeded in befriending and socializing her.

We who are earthbound also worried whether Intrepid will have the instincts for a duck's life of flight. Her wings are now developed, and lately we've seen her flap them. She has the



Unnamed duckling at Tanner Springs Park.

capacity to fly, but does she have an awareness of an outside world? What does she learn from the comings and goings of the other visiting ducks? Will Intrepid leave her comfort zone? Those of us who've come to know and love her would like nothing better than to see her fly away.

Karla Powell has lived in the Pearl District since 2018.

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NOBBY NEWS

Vol. 29, No. 10 "News You Can't Always Believe" October 2023

Behold the Tomato Burger

I

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# 28<sup>th</sup> Annual NW Examiner Community Awards

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# Bureau disputes story on affordable housing



New apartment buildings line Northwest 21st Avenue between Raleigh and Thurman streets.

BY ALLAN CLASSEN

The Portland Housing Bureau sent a 543 word response regarding the August NW Examiner cover story, “Housing, housing everywhere, but not one affordable.”

PHB spokesperson Martha Calhoun took “considerable issue with the mischaracterizations ... in particular, the implication that this was some kind of gambit on the part of PHB that we were hiding reports or ‘downplaying/emphasizing’ any particular number.

“Our annual State of Housing Report (which incidentally is always published online), includes reporting on the inclusionary program, and shows the data. ... Additionally, this IH data is also published on our website.”

Obtaining the data printed in the story involved eight email exchanges with bureau Public Information Officer Gabriel Mathews over one week’s time. Mathews apologized for the delay, explaining that “the rest of our communications team is out on vacation and there has been a lot going on for just one of us to handle this past week.”

The Examiner was seeking two sets of numbers (housing units built and units deemed affordable) for each of eight properties. If this data was so readily available to the public, why was so much staff time required to retrieve it?

Calhoun did not identify any factual errors in the story. Her message focused on explaining why her bureau should not be blamed for the failure to produce even one affordable unit in the

Northwest District under the IH program in more than five years.

“Inclusionary Housing leverages the hydraulics of the private market to create affordable housing within market-rate developments where it would not otherwise exist. Its ‘success,’ therefore, depends on the feasibility of housing production overall, which is currently depressed throughout Portland and across the country due to post-COVID market conditions, such as rising inflation, interest rates, labor costs, supply chain issues, etc. Your article however seems to cast the numbers in your district as inclusionary housing program failures rather than the result of broader economic forces impacting overall production in Portland and beyond,” she wrote. ■

[COMMENT ON NWEXAMINER.COM](#)  
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## Inclusionary housing construction in Northwest District

Project	Building permit Issued	Total Units	Affordable IH Units
Ridgeline 2580 NW Upshur St.*	Permits not issued.	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.

## Pearl District inclusionary housing

Project	Permits approved	Total Units	Total IH Units
AMARA 15 NW Park Ave.	August 2019	138	6*
Watermark in Pearl 1540 NW 13 <sup>th</sup> Ave.	April 2021	121	0**

\*Project is Reconfiguring its IH Units  
\*\*Project was subject to IH and elected to pay the Fee in Lieu

Data provided by the Portland Bureau of Housing included proposed projects not yet constructed

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"Tree lovers unite" cont'd from page 1

Johnson streets.

"Twenty-eight trees! Are you kidding me?" reacted Steve Pinger, a member of the Northwest Parking Stakeholders Advisory Committee, at the body's September meeting.

Pinger had drafted a two-page letter on behalf of the Northwest District Association listing several objections to PBOT's proposed intersection improvement plan. He wrote that the oversized sections of sidewalk "force the removal of an unacceptable number of street trees," 23 of which could be saved if the curb extensions were of the typical size.

The letter was approved in concept by the NWDA board last month.

Meanwhile, NW Active Streets, which splintered from the NWDA's Transportation Committee two years ago over ideological differences, sent a more singular message to PBOT.

"We wholly reject any notion that over 20 street trees may need to be removed for this project in the name of street safety," stated a letter devoted to that subject.

In cases where large tree trunks may obscure vision, NW Active Streets recommended mediations such as four-way stops, reduced speed limits or raising crosswalks.

"This project should improve, not diminish tree canopy," wrote Paige Miller on behalf of NW Active Streets.

NWAS listed these benefits of street trees:

- Removing carbon dioxide from the atmosphere.

- Reducing the urban heat island effect.
- Supporting local businesses by creating a more pleasant pedestrian environment.
- Calming traffic by creating visually more narrow roadways.
- Supporting place-making and adding to local neighborhood character.
- Providing habitat for local fauna.

At a fulsome discussion of the intersection project by parking stakeholders, no consensus was reached on a path forward.

The intersection project will also wipe out 28 parking spaces, and on that matter the committee split on predictable lines. NWDA and Northwest Business Association representatives see on-street parking as critical to businesses and the overall vitality of the neighborhood. Each space translates into \$200,000 in annual revenue, former NWDA President Parker McNulty said.

NW Active Streets and its allies, on the other hand, expressed no objections to loss of parking. Stakeholder committee member Brett Hoornaert said 28 parking stalls are a small share of the total number in the district, implying that losing them should not create hardship.

PBOT staff said longer curb extensions provide longer sightlines toward vehicles pulling out of side streets.

Failure of the committee to approve funding for the intersection project last month was a concern of PBOT staff at the meeting, though none would say delaying a month would upend the construction schedule. ■

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or email: [allan@nwexaminer.com](mailto:allan@nwexaminer.com)



Proposed curb extensions would extend 20 feet from the property line instead of the usual 10 feet.



Large canopy trees at Northwest 23rd and Johnson streets would be sacrificed to accommodate extra-long sidewalk sections. Google Maps image



# Food Front - Annual Meeting

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Max Decker was named student of the month for September by Portland Pearl Rotary Club. He is managing digital editor of the school newspaper and co-president of Brothers of Color. He has led walking tours focusing on the impact of racism and gentrification on Portland's historically black neighborhoods.



A man wielding a machete in Couch Park for several days and threatening people in early September was finally arrested by Portland Police. Earlier calls for police assistance were answered by a dispatcher who said it was not illegal to own a machete.



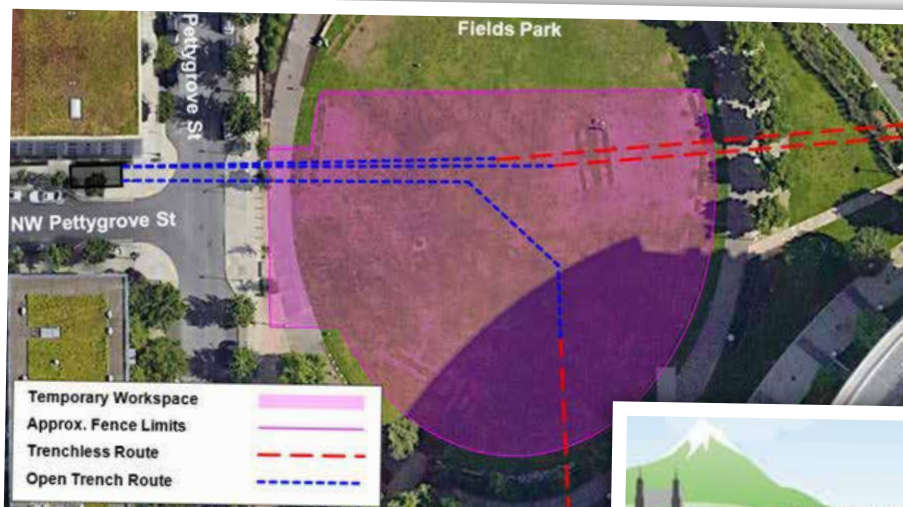
About 100 professional arborists from around the region volunteered Sept. 9 for the 36th anniversary of Arborists in the Arboretum, helping maintain the 6,000 trees in Hoyt Arboretum.



The proposed Safe Rest Village site on Northwest Naito Parkway has been rejected due to soil contamination that would be too expensive to remediate, according to hydrologist Taryn Meyer of the city Bureau of Environmental Services.



The David Campbell Memorial to fallen firefighters at Southwest 19th and Alder streets was vandalized recently. Six brass pieces were stolen, commemorative nameplates removed and the 95-year-old limestone floor damaged, according to David Campbell Memorial Association President Don Porth.



Superfund-dictated tunneling for power cables under the Willamette River is to begin later this year, disrupting Fields Park and the surrounding neighborhood. The project is scheduled to be completed in late 2025.



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503-417-8143 #pdxhostelcafe

**4<sup>th</sup> Saturday CleanUp**

Oct 28, 9am–11am: help pick up litter in our neighborhood; sponsored by SOLVE. Check out our website for more info or email [mikayla@nwportlandhostel.com](mailto:mikayla@nwportlandhostel.com).

nwexaminer.com / Northwest Examiner, OCTOBER 2023

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Lake Oswego

[956Westpoint.com](https://www.956Westpoint.com)

\$8,950,000

OVER 1/2 ACRE OF LUSH GROUNDS • GATED ESTATE • BOAT HOUSE • 4 BD • 4.3 BA | ML# 23433376  
Lisa Hanna 503.320.7920

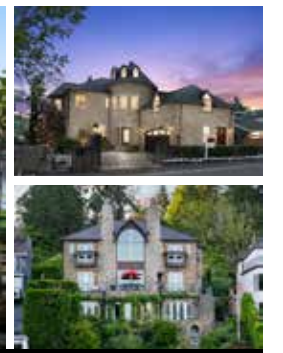


Lake Oswego

[3232Lakeview.com](https://www.3232Lakeview.com)

\$6,000,000

8,170 SF OF LUXURIOUS LAKE FRONT LIVING • THEATER • WINE CELLAR • 4 BD • 5.5 BA | ML# 22271110  
The Lee Davies Group 503.468.4018



Modern Burton Estate

[2080NW133rd.com](https://www.2080NW133rd.com)

\$4,200,000

6,289 SF • 1 ACRE • 4 BEDROOM SUITES • 5.1 BA • POOL | ML# 23664409  
The Lee Davies Group 503.468.4018



Lake Oswego

[16772Alder.com](https://www.16772Alder.com)

\$3,995,000

3,282 SF • 4 BD • 3.1 BA • PRIVATE LAKE RETREAT | SPACIOUS DOCK + BOATHOUSE | ML# 23267901  
Sara Clark 503.784.4878 | Brooke Toreson 541.621.7315



Bauer Oaks Estates

[12822NWMajesticSequoia.com](https://www.12822NWMajesticSequoia.com)

\$2,875,000

6,116 SF • 5 BD • 5.2 BA • INCREDIBLE OUTDOOR LIVING | ML# 23127717  
The Lee Davies Group 503.468.4018

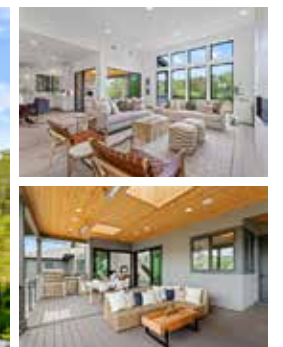


Bethany

[5767NW137th.com](https://www.5767NW137th.com)

\$2,750,000

5,765 SF • 5 BD • DEN/LOFT • BONUS • REC • LUXURY NEW CONSTRUCTION | ML# 23662005  
The Dirk Hmura Team 503.740.0070



Sherwood

[14315SWWestfall.com](https://www.14315SWWestfall.com)

\$2,395,000

3,263 SF • 19.78 ACRES • 3 BD • MT. HOOD VIEWS • 3,470 SF BARN | ML# 23386465  
Lisa Hanna 503.320.7920

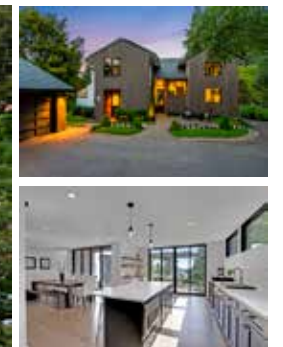


Uplands of Lake Oswego

[1860Egan.com](https://www.1860Egan.com)

\$2,250,000

3,687 SF • 4 BD • PRIVATE GATED 1/2 ACRE | ML# 23124295  
The Bangerter Group 503.803.6269

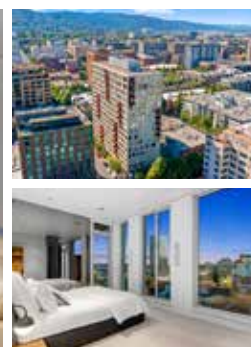


The Pearl

[937NWGlisan1534.com](https://www.937NWGlisan1534.com)

\$1,895,000

2,440 SF • 2 BD • 2 BA • DEN | ML# 23652983  
The Dirk Hmura Team 503.740.0070

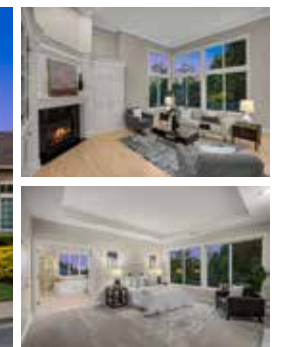


Bauer Oaks Estates

[12563NWLilywood.com](https://www.12563NWLilywood.com)

\$1,395,000

3,931 SF • 4 BD • 3.1 BA • BACKING TO GREENSPACE | ML# 23661955  
The Lee Davies Group 503.468.4018



Forest Heights

[2810NWBirkendene.com](https://www.2810NWBirkendene.com)

\$1,275,000

4,338 SF • 6 BD • PRIMARY ON MAIN • .41 ACRE BACKING TO GREENSPACE | ML# 23661778  
The Lee Davies Group 503.468.4018



The Pearl

[636NW11th.com](https://www.636NW11th.com)

\$1,185,000

2,000 SF • 2 BD • 2.5 BA | ML# 23316536  
The Lee Davies Group 503.468.4018

