



A Publication of the Eliot Neighborhood Association
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Eliot Neighborhood Association Board Meeting Monday February 27th at 7pm In Person at Garlington Center

Agenda Highlights:

- ⇒ VOA Update on STEP
- ⇒ Plan out the year & Neighborhood Updates
- ⇒ Board Priorities and Activities
- ⇒ Share your ideas and talents and see where you can help us to give back to the community
- ⇒ All residents and business employees in Eliot can participate in bringing issues to the discussion

We hope to see you there!

3036 NE Martin Luther King Jr. Blvd

Masks required Enter on South side of building

Connect To BEH

By Allan Rudwick

Have a child and need to sign them up for school? Portland Public Schools has several events to see the school in person. Most of the Eliot Neighborhood is in the Boise-Eliot/Humboldt (BEH) School area. More information on enrolling at BEH can be found here: <https://www.pps.net/domain/6389>

I am in year 4 of 10 with my eldest two daughters there and I could not recommend it more highly. The teachers and administration are top notch. Principal

Kaveh's goal is to have 3 classes per grade, which would require 65 kids per grade for grades 4-5 and slightly lower numbers for the lower grades.

The way to achieving this is asking more neighbors to at least consider this great school. Ask to take a tour or visit on one of the scheduled connect to kindergarten dates. Filling out the paperwork on the earlier side would be a great help

Principal Kaveh can be reached at kpaksere@pps.net

25 Acres & a Billion Dollar Proposal

By Allan Rudwick

The Eliot Neighborhood is the site of some of the greatest planning mistakes in the history of Portland. These mistakes only make sense through the view of those who were making them: a generation of white men who thought that destroying the neighborhood formerly known as Albina was going to help their city. This area was decimated with the census tracts containing the Eliot Neighborhood reducing in population from 12,000 to 4,000 over the course of twenty years. One result of these attacks on the neighborhood is that there are large areas of land that are severely underutilized. This article will detail a proposal around the east end of the Fremont Bridge between Legacy Emanuel Hospital and Boise Eliot School.

Currently, car traffic connecting from Eliot to the Fremont Bridge towards downtown and Northwest Portland takes incredibly long highway ramps between North Kerby Avenue and the bridge. These largely unused ramps are sitting on and adjacent to about 10 acres of ODOT land. Additionally, there are two large city-wide maintenance yards on either side of these ramps consisting of about 15 acres of City owned land. Below I-5 and down the hill there are even more ODOT and City owned plots of land but this proposal will limit its scope to the properties uphill from I-5. What I am proposing is to shorten these ramps as

(Proposal continued on page 6)

Fremont Bridgehead Reclamation

Allan Rudwick - arudwick@gmail.com

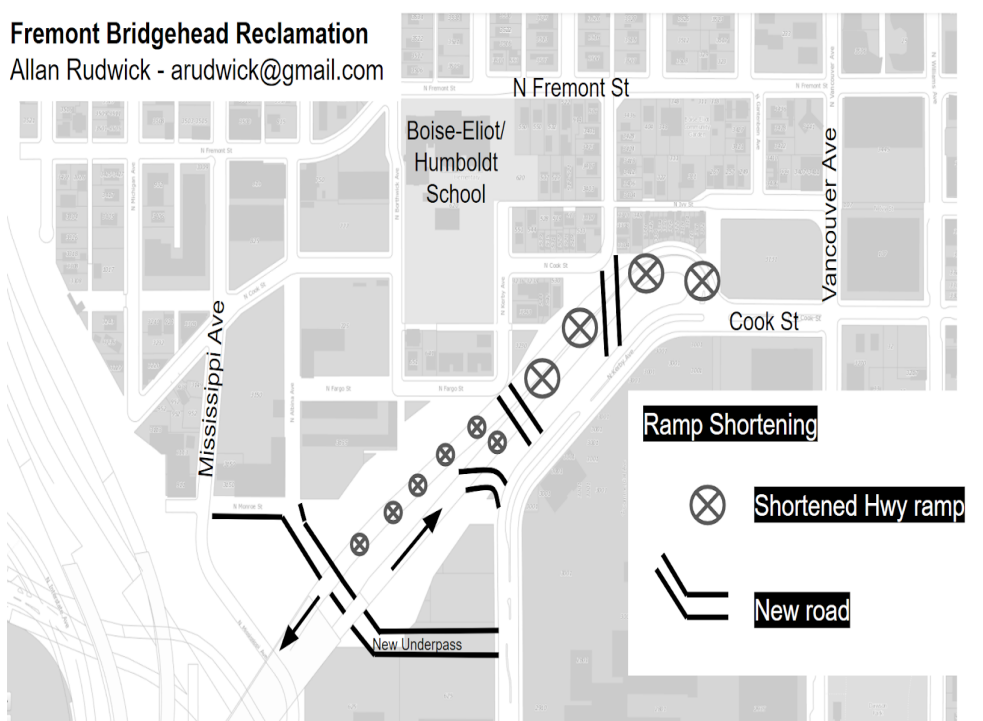


Diagram Courtesy of Allan Rudwick

Lawsuit Filed By EDPA2 and 26 Portlanders

By Elliott Armstrong

The City of Portland (The City), Legacy Emanuel Hospital & Health Center (Emanuel), and Prosper Portland (formerly Portland Development Commission), are all being sued by the Emanuel Displaced Persons Association 2 (EDPA2). The suit is for the destruction of a thriving Black neighborhood and community in Eliot for a failed hospital expansion that never materialized, and many believe was racially motivated. The plaintiffs are seeking unspecified damages for their displacement.

tight knit community was destroyed. Has Portland's history with racism and redlining closed or does the financial and emotional harm to its Black community remain?

In this civil rights lawsuit, the plaintiffs are represented by the Oregon Law Center, Legal Aid Services of Oregon, and Albies, Stark & Guerriero. In advocating for the 26 plaintiffs, representatives hope to resolve the case in a federal trial where a jury would be responsible for determining financial compensation.

Over a period of years, nearly 300 homes and businesses ("74% of them being owned by Blacks free and clear") in the redlined district of Eliot in Central Albina were leveled to make accommodations for these failed plans. Much of this land still remains unused while family homes, businesses, and a

The recently filed 54-page complaint details intent from both Emanuel, the City, and Prosper Portland to remove Black homeowners and businessowners from the North Portland neighbor-

(Lawsuit continued on page 7)

Letter from the Editor

By *Elliott Armstrong*

In the last several issues, I’ve spent some time writing about critical race theory (CRT) and recently reparations, considered by many as controversial issues. In each of my writings, I’ve attempted to convey the history and progression of Americans of African descent into the system we have today. I hadn’t originally intended on making an argument in favor of reparations but realize that by acknowledging the reality of systemic racism, the history of America (whether one chooses to acknowledge it or not), and by doing simple math, that’s what I might have done. I hoped at best that I was leaving it up to the reader.

A few people did respond to my most recent piece. One wasn’t against or for reparations but thought they hadn’t been given out responsibly in the past. Another was in favor but felt similarly. One person didn’t know how it could be accomplished but thought something should be done. Another pointed out that in fact free Black people themselves owned slaves and that Indians did too. They were not in favor of reparations. As someone with limited post-secondary education let alone law school where CRT is actually taught, I did some digging on that.

Research points to the Five Civilized Tribes in what was once Indian territory. The Cherokee, Chicksaw, Choctaw, Creek, and Seminole Indians participated in African slavery. They were deemed civilized because they adapted to the settler’s culture to keep their land wearing European clothing, learning English, and practicing Christianity. Before they were forced to the Trail of Tears, they owned 7,367 slaves in 1860, about 15% of their population.

As for free former slaves owning slaves, this practice was uncommon and limited mainly to the North, specifically to North Carolina; central

to the Underground Railroad and home to many free former slaves that did engage in slavery. In 1830, some 4,000 former slaves owned about 12,000 slaves. Most slaves purchased this way were emancipated by family members who bought freedom for their wives and other family members until they could afford to buy their own freedom and they were encouraged to start families of their own.

Reparations across the board are not seen favorably but they are gaining traction. In this 118th Congress, more support is tracking for H.R.40, a Commission to Study and Develop Reparation Proposals for African Americans Act. It’s not limited to slavery and the 4 million Africans enslaved between 1619 and 1865. It includes separate and unequal education, convict leasing, share cropping, the end of Reconstruction, Jim Crow, redlining, treatment in the criminal justice system, etc. which has resulted in enormous inequity and stability in society. This bill is gaining more support but has yet to be passed.

Why is this nation in *denial*? What are we so afraid to admit? That we’ve made mistakes or feel guilty about those things yet continue to do nothing? And if in not admitting those mistakes, one thinks there aren’t perilous long term generational effects, they would be wrong. Why are so many cities and states doing everything they can to prevent people from learning American history? Why are they whitewashing it? One thing is for sure. If you can prevent enough people from learning about their country’s roots and the results its produced, you can win enough votes to win an election. This country was founded on Christian values. Maybe it’s time it humbly looked in the mirror, asked for forgiveness, and finally figured how to make things right.

City Council Meeting

By *Elliott Armstrong*

Local leader Jimmy Wilson, speaking on behalf of several boards including the ENA and NECN, spoke to representatives at a Portland City Council meeting with positive results. In asking them to join neighborhood coalitions and associations, he also asked them to look from the inward out and not outward in, and in the end convinced Mayor Ted Wheeler to ask for an invitation into the community.

Jimmy wants the city to move forward and thinks a big part of that is by elected officials coming into the neighborhoods and building relationships with the coalitions. Said Jimmy, “Get out of your seats. We need to see you. We need you to see us and see what we are doing. Delegation is one thing but touching people and building relationships is where it is at.”

To Jimmy, the coalitions are key to moving the city forward and having the right people in the right places is good for everyone. “But people are getting left behind. The coalitions are very important. You need the coalitions. They are the inside institutions that make this happen,” said Jimmy.

Mr. Wilson has had his share of strug-

gle over the last several months when one of his food carts caught fire and spread to two others, destroying them and damaging others. Unfortunately, insurance problems have complicated rebuilding his business. If you’re interested in helping out, go to: gofundme.com/f/blackowned-food-cart-pod-damaged-by-fire

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Eliot Neighborhood Association

The Eliot Neighborhood Association represents a geographic area of the city. We want everyone to feel welcome on the streets, parks, schools, homes and businesses in Eliot. That includes those that live in the area now, those that have been displaced from the area and those that are merely visiting.

The Eliot Neighborhood Association is a 501(c)3 nonprofit organization whose members are the residents and business owners of the Eliot Neighborhood. Its purpose is to inform Eliot residents about issues affecting the neighborhood through meetings, newsletters and other activities. Members of the neighborhood association must be over 14 years old and live, own property, have a business, or represent a nonprofit within the neighborhood. The Eliot Neighborhood Association was founded in 1969. It is recognized by the City of Portland, is a member of the Northeast Coalition of Neighborhoods, Inc., and its members represent Eliot on other committees.

Eliot Board

Co-Chair - Jimmy Wilson - jwilson@yahoo.com 503-740-5923

Co-Chair - Pat Montgomery needachange@comcast.net

Recorder - Laura Fay - lauraafay@gmail.com

Treasurer - Jennifer Wilcox - Jennifer.wilcox@cascadiabhc.com

Lead Community Outreach - Shireen Hasan McFarlane - shihas_2005@yahoo.com

Vice Community Outreach - Eric McFarlane - e4.mc6farlane@gmail.com

Vice Community Outreach - Cassie Muilenburg - cassie.muilenburg@gmail.com

Newsletter Editor - Elliott Armstrong - elliottarmstrong@gmail.com

Website Editor - Serena Li

At Large Members - Nathan Jones, Kathryn LePore, Andrew Champion, Alice Newman, Bliss Suh, Marie DeCamp

Land Use and Transportation Committee

- LUTC Chair - Allan Rudwick - arudwick@gmail.com 503-703-3910

- LUTC Vice Chair - Mike Warwick - mike@b-prop.com 503-329-5414

- Recorder - Andrew Champion

- At Large Member - Jason Cohen jason.v.cohen@comcast.net

Committees:

- NECN Rep - Jimmy Wilson - jwilsonassoc@yahoo.com 503-740-5923

- Livability Team Chair - Jody Guth - jodyguth@gmail.com 971-320-8594

Eliot Neighborhood Monthly Meetings

Meetings of the Eliot Neighborhood Association are held on the third Monday of each month at 7:00 pm (delayed a week for holidays on occasion). Meetings are in person Cascadia Garlington Center on Morris Street at MLK, (masks required) **check agenda online for Virtual Meeting information at <https://eliotneighborhood.org/category/meeting-agenda/>**). Meetings are an opportunity to meet your neighbors, stay informed, help build a stronger community, and have input into city decisions that may effect you.

Land Use Meeting - February 13th, 7:00-8:30pm

Neighborhood Meeting - February 27th, 7:00-8:30pm

Land Use Meeting - March 13th, 7:00-8:30pm

Neighborhood Meeting - March 20th, 7:00-8:30pm

Land Use Meeting - April 10th, 7:00-8:30pm

Neighborhood Meeting - April 17th, 7:00-8:30pm

For agendas and more information, see www.eliotneighborhood.org

Eliot News

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Rights to articles are retained by the author. Opinions of the authors do not necessarily reflect the official positions of the Eliot Neighborhood Association.

Letters to the editor, articles, suggestions or comments:




news@eliotneighborhood.org

ELIOT NEWS AD RATES

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Ad deadlines are 3/8, 6/8, 9/8, and 12/8.

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1/16 Page	4.9” W x 1.8” H	\$42	\$76	\$104	\$126
1/8 Page	4.9” W x 3.8” H	\$84	\$152	\$208	\$252
1/4 Page	4.9” W x 7.8” H	\$168	\$305	\$416	\$504
1/2 Page	10” W x 7.8” H	\$355	\$645	\$880	\$1,067
Full Page	10” W x 15.8” H	\$710	\$1,291	\$1,760	\$2,134

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 : Eliot Neighborhood ♦  : eliotneighborhood

The Case for a Fare Free System: Make Trimet Free for Everyone

By Don Iler

As Portland slowly crawls out of the pandemic, contends with an empty downtown, and attempts to meet ambitious goals to lower carbon emissions, a fare free transit system could be the solution to all these problems. As fares now make up the smallest percentage of Trimet’s total revenue in its recent history, perhaps it is time for the transit agency to consider creating a fare free system.

Unfortunately, the Portland area transit agency is looking at doing the exact opposite. At a board meeting in November, Trimet’s board (which is unelected and appointed solely by the Governor) decided to investigate a 30 cent fare increase to take effect in 2024, with final voting approval coming in May 2023. This comes as TriMet ridership still struggles to recover to pre-pandemic levels, service continues to be impacted as a result of a bus and rail operator shortage, and as gas continue their volatility.

What if there was another option for the region besides just asking riders to pay more for transit service that is demonstrably worse in all aspects, from frequency to safety, from before the pandemic? What if TriMet’s board took the visionary step of making the system fare free? It would help make the system fairer and more equitable, drive-up ridership, increase foot traffic downtown, and help the city meet its climate change and emission goals. It’s too bad the board is scaring the public with talks of layoffs and service cuts at a time when it could be instrumental in making Portland the visionary city it was once celebrated as.

Fare free systems drive up ridership

Corvallis, home of Oregon State University and seat of Benton County is a nice college town in the middle of the Willamette Valley. It has operated a fare free transit system for more than a decade. When it switched its transit system to a fare free model, it saw ridership jump 37.9 percent. That’s a significant increase for any transit system, especially when we look at Portland and how transit usage was in a slight decline before the pandemic.

When you eliminate fares, you prevent one of the biggest barriers to riding the bus, confronting having to pay every time you get on the bus. As Bay Area activist Darrell Owens points out, riding the bus is almost always cheaper than the costs in licensure, purchase, maintenance, insurance, and fuel that we pay when we own a car, but car drivers don’t confront those costs every time they get in the car. When it’s a choice for many people to pay \$2.50 for each and everyone in their family to take transit to the Zoo or downtown to the farmers market, or just hop in the car and think about the cost of fuel a week from now when they fill up again, people will take their cars. If suddenly the bus costs nothing, there is no barrier to taking the bus and people will ride the bus more often.

Before I worked for TriMet, I attended PSU downtown for a year. Most of the time I rode my bike to class, but on those rainy and cold days, it was a real annoyance. I would have ridden the bus, but I always had to do the math in

my head, is this worth \$2.50 to me, or should I just quit being lazy and ride my bike? Every time I thought about taking transit, I had to think in my head, is this trip worth the cost?

Once I started working for TriMet and got my free transit pass, it changed how I used transit. Rather than just using it as a commuter, I could use it for all sorts of little trips here and there. I used it to go shopping, go to the movies, go to a show, visit friends, explore a new neighborhood, go to a restaurant, hide from the rain when walking back from dinner. Once transit is free, it becomes a question of whether the bus is coming soon enough and does it go where I want it to go, not do I have \$2.50 in my pocket and is the trip worth the cost.

Free transit makes it fairer and more equitable

Sure, \$2.50 doesn’t feel like a lot to many people, but if your poor, and a lot of transit users are, the \$2.50 or \$5 a day add up. That money spent on transit is money that isn’t going toward rent, food, clothes, or school supplies, and with inflation on rent and food running so high, every extra dollar counts.

I’ve seen how fares affect poor people on the bus. They stack up all their errands and appointments on one day. Next thing they are juggling eight bags of groceries and worried their ticket is about to expire. Or they are stressed out and exhausted by the end of the day, transferring buses to all the places they needed to go. If cost isn’t a factor, then people can just take the bus when they feel like, not limited by the 2.5 hours for the day if they don’t have enough money to buy a day pass.

If Trimet, prodded by local leaders, eliminated fare, that is putting an extra \$5 in the pocket of every person who rides the bus every day. That’s extra money that could get spent in the local economy, its own small form of economic stimulus. Sure, it doesn’t seem like much if you have a lot of money, but an extra \$100 a month to a poor person could be life changing.

Free transit would increase foot traffic downtown

People walking around, observing their surroundings are the first line of defense in deterring crime and promoting a safe city. Popular pedestrian areas usually aren’t marred with neglect because they are places where

(Continued on page 5)



Trucks blocking a bike lane on N Williams Courtesy of Google Maps

Eliot Parking Task Force Formed

By Allan Rudwick

The City of Portland has a monthly committee meeting to talk about parking. This committee is just getting started and has been presented with initial data collected from the city about neighbor desires and concerns. No decisions have been made yet. We are just beginning to learn about what tools we have at our disposal and may not decide to implement any major changes. Some of those tools include setting up loading zones, removing parking at corners, parking

restricted to a number of hours. More heavy handed tools exist also. Meetings are online the first Wednesday of the month at 5:30pm. This committee is expected to run for at least six more months. Our neighbors to the north in the Boise Neighborhood are also getting a similar task force which is looking for members now. More online:

https://www.portland.gov/transportation/parking/eliot-parking/eliot-parking-task-force

Top Parking Survey Comments (% of respondents)
19% Event parking is the problem
13% Traffic safety concerns, primarily walking and biking safety, intersection vision clearance, cars speeding, etc.
13% Not enough parking overall/too much demand
12% Crime, personal safety concerns
8% Abandoned vehicles, houselessness
5% Don't want to have to pay for parking
5% Supportive of an APP program
4% Concerned about visitors parking (family, customers, etc.)
3% Mobility issues & concerns/People with disabilities
2% Need to better use existing off-street parking
2% Need to have low-income waivers/discounts

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people want to go, where they live, where they want to be seen. Encouraging people to get downtown by making the bus free would do all of that.

In the 1970’s, as Portland’s downtown struggled with lower foot traffic and a society that became more suburban and car centric, city and transit leaders responded with Fareless Square. It was popular with long time Portland residents and visitors, including a young me, even though I’ve heard veteran bus operators fuming about how people would sneak on the bus downtown for free and then would ride out of the fareless square without fare. In the first 34 months of its existence, the number of riders in the Central Business District increased by 811 percent.

Fareless square, along with the bus mall, and the arrival of MAX light rail downtown are all cited as reasons Portland’s downtown area emerged from the beginning of the freeway era relatively unscathed when compared to other cities. Local leaders should look at this past example when trying to imagine the Portland of the future as it emerges from the waves of pandemic, protests, crime, and sensationalized media coverage that have left the city’s reputation in tatters. Making the whole city fare free could be the difference that gets people out and about, back downtown, and visiting vibrant commercial districts.

A Chilean study found that people who had a free transit pass took more trips than those who paid, and that many of those trips were for leisure, to go shopping or to restaurants. Fare free transit could help get people out shopping, dining, and supporting local businesses, which would be a boon for the local economy. Visitors could hop on buses and trains to visit other parts of the city to spend money and take a free ride from the airport to downtown hotels. Imagine visiting a city and just being able to hop on and off buses and trains without having to worry about how to buy a ticket or which one to buy.

More people on buses, less people in cars

The region wants to lower its carbon emissions and do its part to stop global warming. The biggest way it can do this is getting more people out of cars and into buses. Traffic is back to pre-pandemic levels and a free bus system could encourage people to ride the bus who might otherwise not. Eliminating the first and biggest barrier for getting on the bus, is the first step to getting more people out of their cars. Sure, making it free will not eliminate all car trips, people may still look at a trip that is two hours by bus or 30 minutes by car and choose the car, but eliminating that barrier will help some make that first step toward using transit for at least some of their trips.

Fewer people took trips by car in Tallinn, Estonia once the city instituted fare free transit, although opponents of fare free transit point out that making fare free also lowered the number of pedestrian and bike trips. Super low-cost transport tickets in Germany and Spain this year appear to have lowered the number of cars on the road for the time period those tickets were in effect.

Fare free makes the bus faster

One of the biggest things slowing down buses is people not prepared to pay fare when they board. We’ve all seen the person who waits until they are standing in the doorway to finally log into their app to pay the fare, or the

person searching all their pockets or bags to find their cash or pass. In a fare free system, everybody simply gets on and sits down as fast as they can. Additionally, trips aren’t delayed because of fair enforcement.

Fare free make the bus safer

In bus training, they told me that 4 out of 5 assaults on operators on TriMet were because of arguments over the fare. Arguments over fare is still a major reason bus operators get assaulted. If the bus is free, there is no fare to enforce, then there is less reason to assault an operator. The times TriMet is free, I just get to smile and greet people when they get on the bus, rather than asking \$2.50 from people, if nothing else makes it a more pleasant day.

Transit should be better and not free, but why can’t it be both?

Many opponents of free transit argue that money spent making transit free could be better used for improving frequency and area of service for transit. They say the biggest thing holding people back from using transit is infrequent or slow service. They argue if we are to attract “choice riders” from their cars, the money collected from fares is needed to expand service, make buses faster and more frequent.

Why can’t the bus be free and more frequent though? Cities that have made transit free have seen an increase in ridership, more people riding the bus mean more folks advocating for better service, better service that agencies aren’t adding now because the riders of transit are already viewed as other. If counting on ever fluctuating fare revenue is removed from the equation and is replaced with more stable tax revenue of one kind or another, it could give agencies the stability with which to plan and add more service.

I don’t need fare free transit. Why should I pay for it for others?

Plenty of things are public services that are already free and heavily subsidized by the state. Why not make transit, which is already heavily subsidized, completely free? Sure, you might want to use transit but there are plenty of people who would use it or use it more if it was free.

Plenty of roads are paved and maintained by municipalities that I will never drive down and are used by maybe a dozen people, yet we have decided that having well-maintained roads is better for us as a society. We can also decide that fully funding transit is a priority for our region too.

My taxes fund libraries full of books that I will never read, and while I still visit the library, I don’t go nearly as much as I did as a 12 year old, yet I still like having libraries knowing that having books that everyone wants to read and not just books I want to read is good for everyone.

The bus scares me, make it free and I still wouldn’t ride.

The bus is one of the last places in our society where everyone is the same, from the unfed, to the well-paid office worker going downtown. The elderly, the disabled, young, old, rich, poor, ride the bus. It’s a truly beautiful place sometimes. There have been times I’ve heard at least five different languages spoken on the bus at the same time, friends who haven’t seen each other in

Dining and Drinking in Eliot		
<u>Breakfast/Coffee/Cafés</u>		
Compass Coffee Roasting	3290 N Vancouver	(888) 723-2007
Dawn Patrol Coffee	670 N Russell	(971) 271-8151
Le Bontemps Café and Catering	2716 NE MLK Jr.	(503) 327-8162
Little Gotham Coffee	722 N Page St	
Pine State Biscuits	125 NE Schuyler	(503) 719-5357
Portland Ca Phe	2601 NE MLK Jr.	
Tiny’s Café	2031 NE MLK Jr.	(503) 467-4199
TwentySix Café	2723 NE 7th	(503) 284-6033
<u>Bars/Taverns</u>		
Bill Ray’s Dive	2210 NE MLK Jr.	(503) 287-7254
Cartside Tap House	1825 N Williams	(503) 327-8234
Cliff’s PDX	128 NE Russell	(503) 327-8234
Ex Novo	2326 N Flint	(503) 894-8251
Labrewatory	670 N Russell	(971) 271-8151
Sloan’s Tavern	36 N Russell	(503) 287-2262
Waypost	3120 N Williams	(503) 367-3182
Whey Bar	2225 NE MLK Jr.	(503) 284-3366
White Eagle Saloon	836 N Russell	(503) 282-6810
<u>Groceries and Markets</u>		
Chuck’s Market, J&S Grocery	2415 N Williams	(503) 281-6269
Jerusalem Rose Market	2948 NE MLK Jr.	
Knott St Grocery	2709 N 7th	(503) 284-7490
Merkato Ethiopian Food Store	2605 NE MLK Jr.	(503) 331-9283
New Seasons Market	3445 N Williams	(503) 528-2888
Shop N Go Mini Mart	2858 N Williams	(971) 506-5875
<u>Lunch/Dinner/Food Carts</u>		
Back Porch Provisions	1825 N Williams	(503) 523-9212
Better Half PDX	25 NE Fremont	(971) 347-3152
Izakaya Kichinto	102 NE Russell	(971) 255-0169
Jerusalem Rose Market	2948 NE MLK Jr.	(503) 805-2963
Killer Burger	325 NE Russell	(503) 477-6881
Ko Sisters Seoul Food	1825 N Williams	(503) 267-3918
Let’s Roll Sushi PDX	1825 N Williams	(503) 716-0126
Lottie and Zula’s	120 NE Russell	(503) 333-6923
Monkey Thai	3441 N Vancouver	(469) 922-9751
Mumbo Gumbo PDX	1825 N Williams	(503) 999-0819
OX	2225 NE MLK Jr.	(503) 284-3366
Pastas	3441 N Vancouver	(503) 832-8197
The People’s Pig	3217 N Williams	(503) 282-2800
Pepe Chile Taqueria & Catering	3441 N Vancouver	(503) 281-3340
Pocket Pub	2719 NE 7th Ave	(503) 287-3645
Popeye’s	3120 NE MLK Jr.	(503) 281-8455
PP Thai Food Cart	1825 N Williams	(503) 896-8855
Queen of Sheba	2413 NE MLK Jr.	(503) 287-6302
Shwarma Express	1825 N Williams	(971) 312-9702
Sizzle Pie	125 NE Schuyler	(503) 234-7437
Smokin Fire Fish	668 N Russell	(503) 432-8661
Sparky’s Pizza	2434 NE MLK Jr.	(503) 282-3000
Tamale Boy	668 N Russell	(503) 477-6706
Thai MLK	2222 OR 99E (MLK)	(971) 915-9246
Yaba Yabaa Mediterranean	1825 N Williams	(503) 754-8667

months have serendipitous reunions, people have found out about jobs, housing, and food who needed them. It’s a messy moving town square trundling through the city.

There are some people who aren’t used to all of this though. Seeing poor people or anyone different scares them and because of this they consider the bus unsafe. Spend time on the bus and you’ll realize it mostly is safe and there is an adult in charge who you can tell if you see something unsafe who has the tools and resources to handle the situation.

Make the bus free now

Fare free transit could be the visionary step Portland needs as it tries to recapture the magic it used to have. Portland was magical because city leaders were innovative and willing to try novel ideas and attracted folks who liked a place trying to make a better world. Instead of doubling down on bad ideas, why not invest in new, good ideas? Now is the perfect time, with gas prices high, inflation eating into our pockets, and a city looking for new ideas to cut down congestion; make the bus free now!

(Housing continued from page 3)

remodeled. Building codes are slow to adopt innovative materials and practices, as are City staffers. There is a lot of innovation in construction materials and practices such as use of wall panels instead of stud walls and plug-and-play “utility panels” for common bathroom and kitchen plumbing and electrical functions. The City treats these on a “one off” basis that requires the builder to provide engineering and other proofs that these are equal to current code, despite the fact they are used elsewhere. Instead it should allow builders to accept liability for future problems and deem the new methods as equivalent to current code. That would release the City from its code review responsibilities. This change could reduce costs 10-20% depending on the innovation and market adoption. The City’s “not invented here” syndrome adds costs and construction delays and needs to end, which brings us to the next focal area, City building approvals and fees.

The City auditor has faulted Portland’s permitting process for its Rube-Goldberg flow chart. At present, permit approvals pass through multiple bureaus that have nothing to do with building construction, including (at least) Transportation, Parks, and Police and Fire. None of these bureaus or their staff have incentives to promptly review and approve permits; consequently, permits can be delayed weeks and even months. Building applications deserve to have an “approved by”

schedule that mandates staff reviews with “approval” being automatic if the staff misses the deadlines. Additionally, each permit should have a single person to monitor each permit’s schedule with this person required to document processing times for each step in their permit process and recommended process improvements. When faced with similar deadline pressure previously, City staff simply rejected permits for trivial reasons to lessen their workload. Accordingly, there needs to be a “pre-emptive appeal” board established that meets weekly to review developer appeals of staff decisions and makes decisions that accommodate speedy approval. And this process should be free (currently developers pay with no assurance of approval).

The final piece of the permitting puzzle is City fees, which account for about 15% of construction costs. The current permitting process is dependent on fees from developers and homeowners; however, this is a crisis that affects the entire community. We don’t fund police or fire by charging fees to people who use their services, so why shouldn’t the broad community fund the bureaus that are supposed to “solve” the housing crisis? That would require adjustments to other City budgets to be sure, but which of those budgets are addressing a “crisis” as important and critical as housing production? Fee waivers could be limited to RIP units that could be purchased at some future date, along with multi-

family structures. Large new single-family homes and remodels and “luxury” apartments should continue to pay fees.

In summary, the City can and should actively address the “housing crisis” with the following actions. Planning and Development Services can reduce the cost of new housing by their 15% share of housing costs by shifting permit fees to the general fund. Further reductions can come by suspending “nice to haves” from development requirements such as high energy efficiency levels, landscape requirements, setback and driveway dimensions, and stormwater management. Additionally, injecting a spirit of innovation into the plan review process to enable use of new materials and methods; streamlining permit processes; and setting production quotas for zoning and development services staff will reduce the burden of permitting, increasing innovation in construction materials and methods. Finally, setting housing “production” goals could reduce unit construction costs another 10-20% for a total cost reduction of 25-35% - not too shabby!

The final hurdle for reducing housing costs and increasing home ownership is financing. Evidence from the housing crisis and current inflation is that low down payments and interest rates increase home ownership about 5% (from ~60% to over 65%). Increasing both has a similar 5% decrease. RIP and SB458 should produce lower-cost

units that will need fewer dollars for down payments and mortgages. Simply lowering finance costs for infill projects should lead to a similar 5-10% increase in ownership. However, RIP and SB458 are both new to the housing finance industry. They may charge higher rates or not loan to these types of projects at all. The City should reach out to that industry to identify ways it could facilitate financing for the construction and purchase of these units. As noted previously, reducing construction costs doesn’t mean a lower sale price. The City should also consider land banking strategies as part of the land partition process to ensure the land component of housing costs can be capped.

To conclude a reduction in housing costs of 40% is possible from measures the City can take to embrace innovative construction materials and practices: reduce the burden of codes, regulations, and reviews that do not directly lead to building construction, implementing internal process that accelerate permit approvals, facilitating siting and construction of RIP units available for purchase, waiving permits and fees, and working with financiers to fund RIP unit purchases. This scale of cost reductions should translate into increased housing supply as well as the supply of units affordable to more home buyers.

Mike Warwick is Vice Chair of the Eliot Land Use and Transportation Committee.

(Proposal continued from page 1)

much as possible to free up these 25 acres for redevelopment. Raw land in the Eliot and Boise Neighborhoods sells for \$4-8 million per acre. This means that 25 acres of buildable land is worth about \$150 million and if 80% of it was built at comparable valuations to recent 5-7 story buildings it would result in over a billion dollars of real estate value after construction at 2020 valuations. Making these changes will not be free. My current version of the proposal involves building a new road connecting N Kerby Avenue and N Mississippi Avenue that the modified onramp to the Fremont Bridge would depart from, as well as shortening the offramp to the shortest it could be while still connecting to the parallel N Kerby Avenue.

In addition to the cost of reconfiguring the roads, the cost of relocating the city’s maintenance yards is definitely a part of the puzzle. While I think these facilities could be relocated to places with valuations below \$1 million per acre, the land would not be free and constructing new facilities would also bring a price tag in the hundreds of millions.

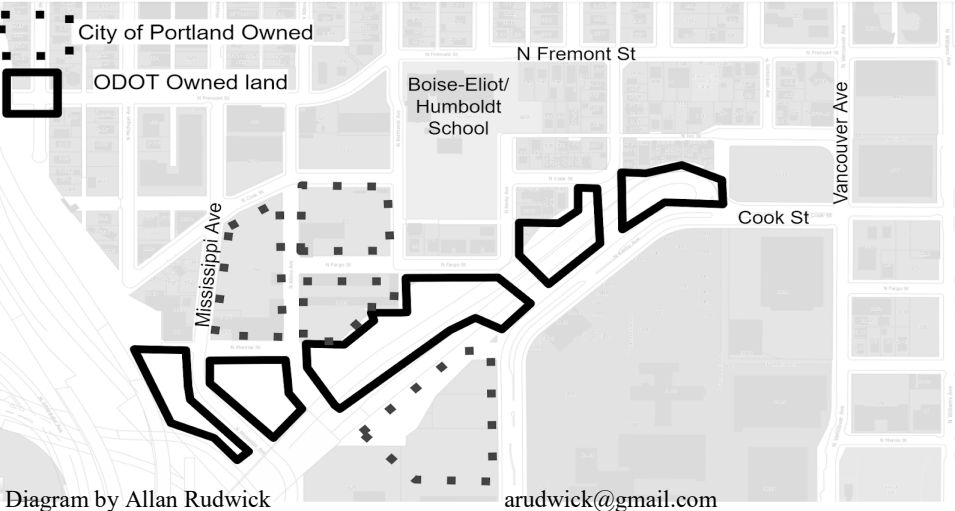
The value of a project like this would be huge in terms of transforming the

neighborhood. The Mississippi and Williams Avenue commercial districts would make this new development immediately attractive from an investment standpoint. The fact that so much land was taken from landowners at below market rates means that this project needs to be a part of the restitution of those wrongs. Groups like Emanuel Displaced Persons Association 2 have done a great job identifying the financial and non-financial harms of this neighborhood being removed. I hope that this project can help make some families whole while rebuilding the urban fabric in this area.

The planning proposal we submitted to Portland State University Masters of Urban and Regional Planning school was chosen! A team of graduate students will be further engaging the community and developing a master plan for the area. Many community groups have been contacted and the idea has surprisingly not gotten any major negative feedback yet. Perhaps that will come as the idea gets more sunshine. If you are interested in continuing the conversation, feel free to reach out to me. Watch video on the idea here:

<https://forms.gle/kH7naazVMTRa9WLn9>

Allan Rudwick is the ENA Land Use and Transportation Chair



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(Lawsuit continued from page 1)

hood. It shows how years of the economic injustice of redlining by banks and real estate actors prevented them from buying property anywhere except for in Albina which had become a hub for Portland’s Black community beginning in about 1920. After the Vanport flood in 1948, thousands of families of African descent moved into the redlined Albina community.

Despite limited funding, in a 1957 progress report, the City Club acknowledged that Central Albina offered several programs to the community including the New Eliot School, Friendship House, and YMCA, each of which offered education classes. The Catholic sponsored Blessed Martin Day Nursery provided sliding-scale childcare to working mothers and encouraged enrollment of children of all religions and races. Along North Williams, Black Portland’s own “Main Street,” Central Albina was a vibrant and safe refuge and supported more than a hundred local businesses, a thriving jazz scene, and strong community ties.

The City then turned to the US Housing Acts of 1949 and 1957 to use federal funds for urban renewal loans and grants to redevelop areas by calling them “blighted” neighborhoods. Beginning with Memorial Coliseum in the 1950’s, I-5 in the 1960’s, and eventually the Rose Quarter, land in Portland’s Black community was being taken through eminent domain. Well over a thousand homes and businesses were razed. These projects displaced over 3,000 Black Portlanders out of Central Albina. Next, the city set its eyes on expanding Emanuel Hospital.

In 1966, the Black Panther Party started Peoples’ Free Medical Clinics (PFMC) due to systemic racism in public hospitals and private clinics. Portland’s chapter led to the development of the Fred Hampton Memorial People’s Health Clinic in Eliot which provided free care to anyone, five nights a week. Sandra Ford, a practitioner, and co-founder of the clinic had this to say of the expansion: The hospital “was opposed to the clinic and even went as far as to steal the property the clinic was on forcing the clinic to relocate.” Albina residents protested this urban renewal project to no avail.

The complaint notes that the defendants acted together to erase a predominantly Black community and displace hundreds of families from their homes, businesses, and community. Projects like this throughout the country were done under the flag of urban renewal in the name of progress and removal of blight. According to a 2020 report by Pew Charitable Trusts, “in many cases, city and state planners purposely built through Black neighborhoods to clear so-called slums and blighted areas.”

The complaint suggests that urban renewal and blight were pretexts for the defendant’s true motive: “a racist desire to remove Black people from the economically valuable neighborhoods of Central Albina.” Instead of removing blight, the defendants “actions created a public nuisance that still, to this day has not been rectified and continue to cause plaintiffs continuing intergenerational harm.”

The Emanuel Displaced Persons Association 2 (EDPA2), is a combination of several of the plaintiffs and descendants of the displaced families. It is the

progression of the original EDPA group in the 1970’s that fought and protested for families by the hospital’s urban renewal plan. In an intensive study produced in February 2022 by FutureLabs, a project of Portland State University’s School of Urban Community Development, estimated that displaced Albina families are owed at least 89 million in property wealth appreciation.

In this case, the demolished and cleared land where there were once homes and community sits or sat empty for decades “causing real blight and causing real pain” to those who overcame extraordinary obstacles to purchase property only to see it go by way of eminent domain or pennies on the dollar.

Some of the plaintiffs include the Campbell family who moved to Portland from Mississippi to escape “brutal racism.” After making payments on their home for 12 years, the Campbells were forced to sell their home for \$10. The city later compensated Emanuel Hospital \$4332 with the Campbells receiving none of that money and forced them into another area of Portland in an unwelcome community. Ms. Campbell-Cash recalls and pictures reveal that Emanuel took or purchased homes behind hers, demolished them, and “installed tennis courts for Emanuel staff.”

Marilyn Hasan was ten when Emanuel representatives told her family they had 60 days to leave. Her sister, Rosie Taylor, also remembers another part of her family were also dealt the same cards. They had to relocate to an “unwelcome” neighborhood. The community that had “everything” for them would all be torn down. Their families and great-grandmother’s house on N. Monroe were both taken and stood empty for years before they were finally demolished. Ms. Hasan recalls being subjected to overt racism at her new mostly white school that she still struggles with. Her family thought they had escaped the violent racism of Arkansas only to see it come crashing back in the mid 1960’s.

One plaintiff Elizabeth, a descendant of Della Mae and her husband Sterling Williams, and her brother Bobby spent time at their Great Aunt Della Mae’s house almost daily. The Williams were business owners, entrepreneurs, union leaders, and founding members of the local Urban League. Their home purchased in 1934 on Gantenbein was a place to host boarders, raise children, and engage in activities that held the family together. In about 1963, The Williams were “threatened” by the City, Emanuel, and Prosper Portland and that they would have to leave and that if they didn’t the City would take their property (worth an estimated 573,000 in 2021). The complaint states that they received zero compensation for their forced displacement. Five years later, the family home still sat vacant. A parking lot now occupies the space where their homes foundation once stood.

One family was forced to leave a 3,000 square foot home for a 900 square foot one without compensation. It had an unfinished leaking basement, far from the two-story home they were forced to leave. The Bowles family was pushed out of Central Albina and lost their opportunity to build wealth. Claude Bowles, speaking of Albina, remembers it being very safe and supportive.

Specifically, between 1971 and 1973, Prosper Portland razed 188 properties inhabited by 88 families, 83 individuals, 23 businesses, 9 rental businesses, and four church and community organizations. In the decade leading up to that, Emanuel had also acquired and demolished another 101 properties between 1960-1970. Those “displaced through the Emanuel Urban Renewal Relocation Plan received no relocation assistance.” The complaint maintains that Emanuel needed this land cleared to achieve its goal of removing Black people from its proximity and expanding its facilities.

The complaint states that “as a result of the defendants’ actions, plaintiffs have unjustly suffered inter-generational displacement, loss of community, and financial loss in the form of the lost opportunity to benefit from the increased property values, to build inter-generational wealth, and to maintain housing and social security.” It maintains that the defendants acted in concert to destroy a predominantly black community and displace hundreds of families of their homes and businesses in Central Albina and that the displacement and destruction was done beneath the flag of urban renewal and in the false name of progress and removal of “blight.”

I wonder how those businesses might have been able to restart in established white neighborhoods. Were banks with existing redlining and institutional norms of denying loans to minorities amicable to loaning money to Black Americans during the fight for Civil Rights? After all, the privilege of sitting anywhere on a bus or drinking from any fountain or being considered for equal opportunities in employment were still only becoming realities. The four churches that were demolished, the YMCA and other establishments, how do you replace that?

Disrupting communities of strength and displacing them of security and safety has a negative effect. How does that affect immediate and future generations when minorities are already in redlined in the least desirable places until they aren’t anymore? What happens to those kids when they lose their mentors and community supports and have to start over in unwelcome neighborhoods where people don’t look like them or experience what they do?

For the plaintiffs in this case, losing what they had meant a lack of being

able to build generational wealth. For instance, people who own their homes pay property tax, but they don’t spend 30 plus percent of their income on a house payment which leaves money for things like the stock market, college education, community investment, a down payment on another house, extravagance, renting, heirs, etc. It means you can borrow off your equity for remodeling and adding value to your investment. But if you are Black and in that or arguably in this era, opportunities aren’t as welcoming. The lack of economic investments and opportunities in Black and minority communities is a perfect example.

The breakdown in community that this lawsuit represents is perfectly articulated in the fact that only 26 people (plaintiffs) have been able to stay in touch all these years later after the displacement and (decades later) have their day in court. Just 26! Hundreds of families and individuals in Eliot were and are affected by this and only 26? How can one explain that breakdown in community? Thousands were and are affected in Central Albina. Millions were and are affected across the country by these same practices.

The lawsuit details the history of racism in Oregon, specifically in Portland. It seeks to educate the jury so that it can prove its general argument that this land grab was a calculated effort to stifle the progress of a community that had made gains, had stability, safety, infrastructure and to disrupt a Black neighborhood that made the best of what had to be very frustrating times as recipients of racism, hate, ignorance and the fact that this had been going on in America for well over 300 hundred years.

This lawsuit is the first of its kind in America and we will be watching to see how it progresses.

Legacy Health, who owns Legacy Emanuel Medical Center, Prosper Portland and City officials said they were either evaluating the lawsuit or had no comment.

If you are interested in reading the full lawsuit which includes heart-wrenching testimonies of the experiences of these 26 plaintiffs, you can view the complaint online:

<https://www.documentcloud.org/documents/23398837-edpa2-complaint-filed-1>



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Event information may be out of date. Confirm details with event organizers.

Community Events

Eliot Neighborhood Association Meeting
Cascadia Garlington Center
(for virtual meeting info see agenda at <https://eliotneighborhood.org/category/meeting-agenda/>)
7:00pm 3rd Monday of each month

Land Use and Transportation Committee (LUTC) Meeting
7:00pm 2nd Monday of each month
virtual meeting info:
<https://eliotneighborhood.org/category/next-lutc-agenda/>

Northeast Coalition of Neighborhoods
4815 NE 7th Ave
www.necoalition.org, 503.388.5004

Meetings:
♦ *Safety and Livability Meeting*—6:30pm, 3rd Monday of month
♦ *NECN Board Meetings*—6:30pm, 3rd Tuesday of month

Community Peace Collaborative—6:00pm, 3rd Wednesday of month
<https://www.portland.gov/oyvp/community-peace-collaborative>

Eliot Parking Task Force (PBOT)
First Wednesday of the month. 5:30pm (virtual)
<https://www.portland.gov/transportation/parking/eliot-parking/eliot-parking-task-force>

Entertainment

Civilian Studios
2210 N Lewis Ave
503-476-2716

Fisk Gallery
3613 NE Martin Luther King Jr Blvd
Wednesday-Friday 12-6
Saturday and Sunday 12-4
fiskgallery.com 661-733-3521

Open Signal
2766 NE MLK Jr Blvd
opensignalpdx.org 503-288-1515

PICA
15 NE Hancock St
Pica.org 503-242-1419
TBA Festival: Sept, 16 - Oct. 3rd see website for details about specific shows/exhibits

Union Knott Gallery
2808 NE MLK Jr Blvd, #2
971-207-1231 By Appointment

The Waypost
3120 N Williams Ave
thewaypost.com 503-367-3182

White Eagle
836 N Russell St
mcmenamains.com/WhiteEagle
503-282-6810

Wonder Ballroom
128 NE Russell St
wonderballroom.com 503-284-8686

Recurring Events

Mondays - 11:00 am-12:30 pm Healthy Eating Class at Garlington Health Center
- 7-9 pm reading group at Black Hat Books

Tuesdays - 4-5 pm Book Club Garlington Health Center
- 7 pm Trivia at The Waypost

Wednesdays - Karaoke at The Waypost

Thursdays- - 11:30 am-12:30 pm Walking group at Garlington Health Center
- 1:30-2:30 pm Music Meet Up at Garlington Health Center
- 6-8pm FIRST THURSDAYS Game night at Garlington Health Center

Saturdays - - 2 pm Public Speaking class at Black Hat Books

Sundays - - 12:00-1:30 pm Refuge in the Park at Dawson Park 2926 N Williams

Did we miss something?
Email news@eliotneighborhood.org to submit something for the next edition