

## LETTERS TO THE EDITOR

### Car Dealer on Central?

Dear Editor -

I would like to express my displeasure with allowing N. Central to become a car dealership parking lot...between Charleston and Richmond. It doesn't seem like it should be zoned for this sort of activity. Also, the people were rude and won't talk about their "private event". They were there for a couple of weeks in one huge tent and a few others, while large diesel buses idled down the street at Oswego. Lights were on 24/7. Who allowed this to happen? When will we get our quiet neighborhood back? This "event" is only for a wealthy few. I don't know anyone with a new Lexus.

Wayne Waits

### A lack of parking

Dear Editor,

For those of us who live or work in St Johns, it's becoming clear that lack of parking is starting to have an impact on all of us. There are several new developments in the works that won't have any parking associated with them. The few that do will charge residents extra to park there, prompting many to forgo the lot and take their chances out on the street.

I think we're kidding ourselves if we think that by not providing enough parking spaces, people with cars are going to stop driving and start walking and taking the bus. I don't envision outside people taking the bus to St. Johns to shop in our downtown.

"Progress" almost always means that a new option is easier than an old one, and driving is easier than walking and taking public transit.

Have you visited Nob Hill lately? Even though they have the Street Car going right through their neighborhood, morning, noon, and night and there is no parking to be had - people drive around for twenty minutes searching for a space and invariably end up parking seven blocks away in the residential area. Alberta Street and Hawthorne? The same.

The one neighborhood that I DO think is getting it right? Downtown Portland. Easy access by train and streetcar, while still providing parking garages for those who wish to drive downtown.

While fossil fuels are on the decline, and with them gasoline-powered vehicles, it's feasible that the use of solar-powered (and other types of) engines will rise. We'll still need more parking spaces, even if we someday bring the streetcar back to St Johns. I hope to see you all at the St Johns Neighborhood Association Meeting on Monday, Sept 14 at 7PM at the SJ Community Center.

Yours truly,  
Shae Uisna

### In Response

Dear Editor,

I would like to respond to the 8/7/15 "Letter to the Editor" written jointly by Curt Schneider and Cathy Hume.

1) Concerning your assertion that this project, "meets the intent" of the St. Johns Lombard Plan (SJLP). For the reader that would like to follow, if you have a computer it's simple. Just Google "St. Johns Lombard Plan" and it

will be the first entry to come up. There's also a copy in the St. Johns Library. You can find the SJLP source for the following points 1 through 4 under "Planning Goals" (pg.22) and "Desired Characteristics and Traditions" (pg. 100).

There are certain things consistent with the St. Johns Lombard plan. At its heart is an appreciation of the lovely town we do have. We are different than other parts of Portland, we have a small town identity, and the plan respects and nurtures that. Our tallest, oldest, and most lovely buildings, which add character and identity to St Johns, were not to be overwhelmed by new construction. Consistent in the SJLP is that new construction 1) integrates into the community, 2) that it be human scaled, 3) one to three stories high, 4) that it doesn't overwhelm our historical architecture (like the Library or James John Elementary School).

Fahid's four story giant fails on all counts. It totally overwhelms, becoming the tallest, biggest building in St Johns, built in a contemporary style of architecture that does little to refer to what's around it. It looks just like anything being built anywhere these days (Easy to get an image of it. Google "Jones Architecture"). The irony here is that it is just the kind of thing that the SJLP is supposed to prevent and that supporters of the project use the plan as justification for its construction. I ask anyone to look at Marvel 29, get a good image in your mind of that building, then walk to Charleston and Lombard and imagine that building on that corner. Now imagine instead the Brownfield Building (next to Jowlers). The Brownfield is an example of SJLP architecture.

2. What happens to the Lombard Slip in the SJLP is unobtrusive. It closes off traffic and Ivy Island is transformed into a nice pedestrian corridor with two ordinary one story buildings. It's simple, elegant, no frills and with no impact to James John Elementary School. Very different from Fahid's Plan in both design and spirit (SJLP page 36 and 86).

3. The people who are moving to St. Johns work in Beaverton, Vancouver or Portland - they like SJ's proximity to freeways. They don't live in SJ for the high paying jobs. To afford these new apartments they work someplace else. These people are not going to give up their cars. In your letter you talked about the high cost of developers providing parking, and following that with a logic that it increases the cost of housing. What increases the cost of housing is the desire for profit. Current landlords are not increasing rents because of an issue of parking. They're increasing rents because they can. And they want to make more money. Also, the developers love the "Public Transportation Ideal," for that allows them not to spend money creating parking and to spend it where the real money is, apartment units to rent. Providing parking was part of the SJLP plan (Planning Goals, pg. 22).

I invite all interested parties to join us at the SJ Neighborhood Association Meeting on Monday, Sept 14 @ 7PM at the SJ Community Center.  
John Teply

## U of P ranked 7th in West

For the 21st consecutive year, University of Portland has received a top-ten ranking by U.S. News & World Report, which recently released its "2016 America's Best Colleges" publication. The University is ranked 7th out of 118 institutions listed in the "Regional Universities - West" classification. The full rankings can be seen on U.S. News & World Report's website.

"I am proud that we continue to be recognized among our peer institutions for the superb education we provide our students," said University president Rev. Mark L. Poorman C.S.C. "Though these rankings are just one indicator of excellence, they help showcase the success of our core mission of teaching and learning, faith and formation, and service and leadership."

The "Regional Universities" category includes institutions that offer a broad scope of undergraduate degrees and some master's degree programs but few, if any, doctoral programs. U.S. News' methodology for this category includes peer assessment, student retention rates, faculty resources, student selectivity, financial resources earmarked for educational purposes, and alumni giving rate.

Additionally, University of Portland ranked 12th out of 118 western regional universities in "Best Value Schools," a listing of schools that offer the best value as determined by a formula that relates a school's academic quality to the net cost of attendance for a student receiving the average level of financial aid. The Shiley School of Engineering ranked 46th nationwide among schools whose

highest degree is a bachelor's or master's. The University of Portland also ranked 7th in the western region for "best colleges for veterans."

In August, the University welcomed 945 first-year students, the Class of 2019, which is the second largest and among the most diverse and academically gifted classes in school history.

Continuing a trend over the past decade, the University saw an increase in the number of students applying for admission with 11,198 completed applications - a new school record - topping last year's record of 11,079.

The UP Class of 2019 is also highly academically accomplished, with an approximate average SAT score of 1197 and average high school GPA of 3.66.

The Class of 2019 is taking advantage of small class settings (14:1 student-faculty ratio), award-winning faculty and ten new or renovated campus facilities, including the new Beauchamp Recreation & Wellness Center. Other new and renovated facilities include a completely renovated Clark Library (completed in August 2013), a state-of-the-art engineering hall (Shiley Hall, dedicated in 2009), two new dormitories (Fields and Schoenfeldt Halls, dedicated in 2009), a remodeled and vastly expanded dining facility (Bauccio Commons, dedicated in 2010), a new bell tower (dedicated in 2009), a renovated science building (Romanaggi Hall, dedicated in 2010), an expanded and renovated multipurpose athletic facility (Chiles Center, dedicated in 2012), and an upgraded Joe Etzel Field (dedicated in 2015).

The University has also begun construction of a new residence hall with room for approximately 270 students and to be located on the UP campus adjacent to the newly constructed Beauchamp

Recreation & Wellness Center. The University aims to complete the project prior to the start of the 2016-17 academic year. Also, renovations on a redesigned Pilot House will be completed this fall.

For the fifth consecutive year, University of Portland was the top Oregon school in Kiplinger's Personal Finance annual ranking of best values in private colleges and universities. University of Portland was also ranked 65th nationwide among all private colleges and universities.

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**Editor's Note: The meeting mentioned in the above letters had already taken place by the time this issue was available.**

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