

# FEATURE STORIES

## Can I quote you on that? WALGREENS IN ST. JOHNS. YES OR NO?

By Drew Gummer

The old site of the Sterling Auto Center may be the future site of St. Johns' very own Walgreens. Fred Bauer, Jr., son of the man behind Fred Bauer Chevrolet, owns the lot, and has been contacted several times by Walgreens with interest in placing a store there. Here is what people are saying about the possibility of having "The Pharmacy America Trusts" at the entrance to St. Johns.



**BUS STOP**  
Tanya Cheroni, half a century

No. I don't want it. I don't feel they treat their employees well. I like the fact that there are small businesses that give better service in this neighborhood.



**COFFEE SHOP**  
Charlie Finger, over 50

I'm really not that thrilled. I live right on that street - just three blocks away. One of the things I like about St. Johns is that it's not packed with all that garbage. You know? It pisses me off that everywhere you go, things are always the same. The stores are the same, from city to city. But, on the other hand, it's his property to do with as he pleases. If he has an opportunity to bring in a Walgreens, then that's his right.



**BARBER SHOP**  
Paul Bemis, 73

I wish that we had a Walgreens. Then I wouldn't have to go all the way to 82nd and Burnside to go to Walgreens. It's my favorite store - cheaper than Fred Meyer. It's where I buy everything, my clothing, my prescriptions. I hope they bring one into St. Johns.

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### SENTINEL HOME TEAM POLITICAL PLAYERS

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**MARGARET CARTER:**  
OREGON STATE SENATE - DISTRICT 22

Term expires: 2008

**CURRENTLY:** Now 71, she is just completing her second term serving a district representing North and Northeast Portland ... Served on the Health Policy and Ways & Means Committees.

**PREVIOUSLY:** Has been in Salem off and on since 1984, when she was the first African American woman elected to the Legislature ... Graduated from Portland State with an education degree.

**2007:** Earned an 87 percent approval rating from the Oregon League of Conservation Voters ... Introduced, for the second time, a bill that would make women convicted of misdemeanor prostitution charges eligible for teaching licenses ... Willamette Week's legislative rankings criticized her heavily for being disengaged.

**2008 FORECAST:** Well, it's the legislature ... it'll be a miracle if the building is still standing long enough to reach the 2009 session. She's up for reelection and in the absence of a real challenger with roots in the community or a technocratic background she should coast back in if she wishes.

**BATTING AVERAGE:** .267 As the Oregonian noted, Carter is at this point the only African American member of the Legislature, City Council, County Commission or Metro Council ... That's well and good. But like another great African American woman once said, "What have you done for me lately?"

**JEFF COGEN: ROOKIE CARD**  
MULTNOMAH COUNTY COMMISSIONER - DISTRICT 2

Term expires: 2010  
Height: 5'10" Throws: right Bats: right

**CURRENTLY:** Serving his first term on the County Commission, representing North and Northeast Portland. Chairs the Joint Policy Advisory Committee on Transportation.

**PREVIOUSLY:** Florida native ... Served as Chief of Staff for City Commissioner Dan Saltzman ... formerly operated Portland Pretzel Company.

**2007:** As the replacement for embittered "Mean Girl" Serena Cruz-Walsh, Cogen and new chair Ted Wheeler helped bring an air of professionalism back to the County Commission.

**2008 FORECAST:** Job One appears to be finalizing the site choice for a new library in NoPo (his term not ours, honest!) ... With talk once again surfacing about Swan Island's Freightliner leaving the Portland area, Cogen finds himself in an interesting position, as his brother Mitchell Cogen is Freightliner's corporate counsel. Then there is that other little thing ... what are we forgetting? ... oh yeah! ... that giant abandoned jail in St. Johns he promised to open.

**BATTING AVERAGE:** .311 Cogen comes in as one of the most promising new elected officials in the city, county or state. There's a lot of expectation out there. Will he live up to it? That's the question.

\*BATTING AVERAGE: This reflects the Sentinel's evaluation of the office-holder's most recent term, with an emphasis on North and Northwest Portland issues and accessibility.

## Prevention takes two New anti-crime job brings Northeast native to Kenton

By Larion Bourne

Kenton's Community Policing Office has a new tenant. La Shanda Hurst joined the Office of Neighborhood Involvement in mid-August to work alongside Havilah Ferschweiler as North Portland crime-prevention coordinator.

"La Shanda will be the Crime Prevention Coordinator for Linnton, Cathedral Park, St. Johns and Portsmouth neighborhoods," Ferschweiler wrote in an introductory email. "I will remain the CP Coordinator for Kenton, Arbor Lodge, Overlook and University Park. We will both be available to the community to cover in the other's absence, but will focus specifically on our assigned areas."

Hurst was born and raised in Northeast Portland. She graduated from Grant High School and then went to college at Grambling

University in Louisiana where she studied public relations and marketing.

According to Hurst, when she returned to Portland she was asked to utilize her public relations skills by talking to youth about her college experience and how she made it through, encouraging kids who were growing up in Portland to go to school.

Hurst said she worked with youth for a short time helping them to seek gainful employment, and she also worked with at-risk youth in gangs or those most likely to join gangs, but eventually she got burned out with that work.

Hurst tried marketing but said it wasn't as fulfilling to her as helping out in the community.

"I worked for a mortgage company in their marketing department, but that wasn't fulfilling and it didn't make my spirit feel warm. It was just a job," Hurst said

Hurst said she likes walking in the community and being around the people she has helped, knowing that she's made a difference in their lives.

Hurst said that she is a good fit for crime prevention in Portland since she was born and raised in the area. She knows the community and its people and she also knows landmarks.

When she gets calls from businesses that have a lot of crime and people trespassing, Hurst will go to the businesses and offer suggestions such as adding lighting, closing sheds, and trimming or cutting down bushes.

"It's special [working here] because I get to work with young people, adults, [and the] elderly. I get to work with everyone in the community and I get to help them make their area and community more livable," Hurst said.

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## A streetcar named *Maybe* Northeast Portland expansion depends on funding

By Jennifer Gritt

A proposed Portland Streetcar Loop Project is moving forward as Commissioner Sam Adams works to secure the necessary tax increment funds (TIF) and federal monies to pay for the expansion. The project is seeking to extend streetcar service from Northwest Portland across the Broadway Bridge to the Northeast and along the Martin Luther King Jr. corridor.

As Adams outlined in a presentation to the Portland City Council in August, "If we can come up with an additional \$18 million in tax increment funds, we have the potential of leveraging \$128 million in matching federal, regional, state and local resources to build Portland's first eastside streetcar line from River District to OMSI [Oregon Museum of Science & Industry]." Adams assured the council that the "proposed resources for this eastside streetcar expansion will not come from funds that could be devoted to basic street or bridge maintenance,"

emphasizing that "lottery; tax increment; MTIP transit funds and FTA resources by law cannot be used for basic street and bridge maintenance."

When asked in a recent interview whether the raising of the TIF funds would be problematic, Adams responded that he was "very confident" explaining that the funding levels in the River District Urban Renewal District (the Pearl) were high enough to contribute to the project without affecting other capital projects. "There is no question we can fund it," Adams stated.

In addition to local TIF monies, Adams was been working to generate millions from outside resources which includes \$20 million from the state legislature and \$75 million from the federal government.

The initial cost estimates of the project are tentative. Costly project elements include the laying of new rail tracks over the Broadway Bridge and the construction of a viaduct over the Union Pacific railroad tracks from MLK and Grand to OMSI. As Adams stated

in his City Council presentation: "If the 50 percent preliminary engineering design work shows that the project cannot be built with the \$146 million in resources on hand, I will return to the Portland Development Commission and the Portland City Council with budget-balancing options to increase resources or to reduce the project's scope, including the possibility of reducing the length of the alignment."

While Adams states that the streetcar expansion will spur new housing and commercial development and help the city reach its emission reductions goals, not everyone is a fan of the proposed project. As posted on the commissioner's blog (www.commissionersam.com), an individual identified as Terry Parker wrote that the streetcar project was a "budget busting proposal" and that "[new development] will occur with or without the trolley."

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