

“Digging deep,
Shining a light”

INSIDE



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Please Louise
finds groove



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put on hold

DECEMBER 2022/ VOLUME 36, NO.4

FREE

SERVING PORTLAND'S NORTHWEST NEIGHBORHOODS SINCE 1986 [nwexaminer](#)

Turning Point?



Career social worker Kevin Dahlgren of We Heart Portland believes common sense approaches to homelessness are about to make a dramatic difference in the city. “I really think this is the start of something big,” he said.

Homeless crisis seen as winnable

BY ALLAN CLASSEN

Kevin Dahlgren of We Heart Portland is optimistic about the city’s seemingly insurmountable homelessness crisis. He likes the mayor’s proposed camping ban tied to wrap-around services.

“I really think this is going to be one of the turning points in Portland,” Dahlgren said. “I have seen more hope in Portland than I’ve seen in the last 10-15 years.”

His prediction does not rely solely on the usual sources: government and social agency officials. It comes from the ground up.

“The homeless have noticed a shift,” he said.

His reading of this hard-to-quantify population sector is not superficial.

“I know every homeless person in the Pearl, and their families,” he said.

The same goes for Gresham, where his day job is with the city’s homeless services department. He has introduced himself and checked on homeless people repeatedly to see what they need and what it might take to get them off the street, and then seen that they

Continued on page 6

Café goes for permanent expansion onto parking lot

BY ALLAN CLASSEN

Vanessa Preston, owner of Café Nell, a 49-seat restaurant prohibited from expanding by its residential zoning, has created an approximately 200-seat indoor-outdoor complex under city programs designed to help small businesses.

Despite ample evidence to the contrary, Preston has been credited with a willingness to accommodate neighbors’ complaints about the noise and nuisance of outdoor operation. If she has broken no promises, it’s because she has not been compelled to make any.

Last month, the Northwest District Association Planning Committee heard her case for permanent non-conforming use of the 50-by-100-foot parking lot and gave its support—with the condition that she sign a good neighbor agreement. Under city code, non-conforming use approvals are contingent on “mitigation measures” to ensure “there will be no net increase in overall detrimental impacts on the surrounding area” over past use.

At the committee meeting, Preston

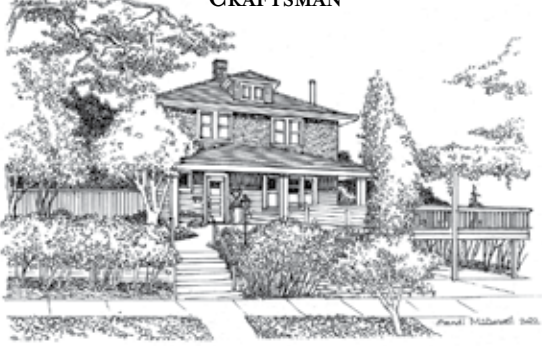
Continued on page 9



Outdoor dining at Café Nell’s parking lot and on-street tables light up the night and generates noise that adjacent neighbors do not find compatible with a residential neighborhood. Restaurant owner Vanessa Preston is seeking city approval to permanently expand the business despite its incompatible residential zoning.

"Christmas is a time when you get homesick — even when you're home." — Carol Nelson

WILLAMETTE HEIGHTS 1913 WARM AND COZY CRAFTSMAN



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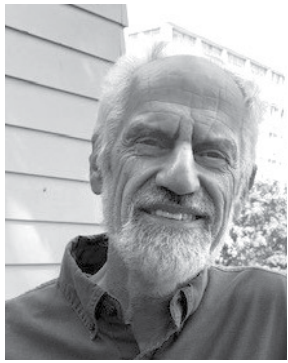


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Engineering consent of the governed

Why is advice so threatening? Why is the city of Portland putting such effort into undercutting and redirecting the Northwest Parking Stakeholders Committee, a group of neighborhood representatives reviewing parking programs and expenditures in the Northwest District?

The committee is merely advisory to the Portland Bureau of Transportation director, who can consider or ignore its recommendations without obligation to even respond, much less explain his actions.

PBOT and the Portland Office of Community & Civic Life are particularly focused on picking the people who are to speak for the neighborhood and business associations. The city has assumed full control of the five at-large seats on the 13-member body, and now it claims authority to also dictate appointments to the eight other seats the City Council designated for the two associations in 2013.

The bureaus obviously consider the taming of the parking committee a high priority. PBOT and Civic Life routinely bring 10 or more staff members and consultants to its meetings, including top PBOT management officials, who are quick to step in when their turf is threatened.

If nothing else, the bureaus reveal a profound sensitivity to public opinion. Their fear of an authentic voice of the community is so acute they seed the committee with individuals having nominal connections to the neighborhood but high affinity for the city’s point of view.

Respect for the power of public opinion is not in itself a virtue: The worst autocrats and demagogues of modern history all believed in the power of public opinion ... and worked assiduously to manipulate it toward their ends.

The pattern of paternalistic management of citizen input has become deeply implanted at City Hall, going



beyond these two bureaus overseen by Commissioner Jo Ann Hardesty. The Charter Reform measure approved by city voters last month was the work of a highly engineered citizen body that felt emboldened to go far beyond its mandate and declare that its theories of social equity become city government’s central purpose.

With the decisive victory at the ballot box, moderate people in or close to city government will be inclined to go along with the flow. Those wishing to serve on the three advisory committees that will iron out particulars of the new charter are being screened and groomed by Civic Life.

Applicants were asked to respond to statements such as:

“You are an advocate for racial equity: You want positive and long-lasting outcomes for racial and ethnic communities who have been left out. You can bring discussion about racial and ethnic communities who need it most.”

If one’s ideas fall outside the currently popular anti-racism rhetoric—even if they are in line with a century of American civil rights champions—it may be prudent to balance candor against a quick exit from consideration.

No comments are sought by Civic Life about broader political topics concerning majority rule, mob mentality, the value of dissent or of a diversity of viewpoints. Independent-minded applicants may either step away from the process or censor themselves to aid in their selection. If parroting the company

line leads to making the cut, it could also restrain later expression of true feelings.

Democracies thrive on diversity; an acceptance of all types of people and a free and open-minded exchange of ideas. An orthodoxy imposed from on high that inculcates conformity and timidity is their kryptonite.

Authoritarian regimes, on the other hand, strive for a docile citizenry. Portland under this charter will be drawn in that direction, even as a new utopian elite lectures us on right thinking and their doctrine of social equity.

And many decent people who know better will go along quietly to avoid making ripples in their careers and social standing. ■

Readers Reply

Letters can be sent to: allan@nwexaminer.com or 2825 NW Upshur St, Ste. C, Portland, OR 97210. Letters should be 300 words or fewer; include a name and a street of residence. Deadline: third Saturday of the month.

Who is the bully?

My goodness, talk about bullying [“Metering without representation,” November 2022]. The Portland Bureau of Transportation should look in the mirror. Next thing they’ll do is change the name of the Northwest Parking Stakeholders Advisory Committee to the Northwest Parking Stakeholders Rubber Stamp Committee.

Marsh Sly
NW Summitview Drive

Vacuums needed

I am thrilled to see our most visible neighborhood car wash at Northwest 19th and Burnside is finally open again. The Radio Cab car wash doesn’t offer the same service, and the self-serve car wash at Northwest 29th and Nicolai left years ago. The next closest had been in the Lloyd District.

Surprisingly, this Kaady Car Wash does not have vacuums. The attendant said that after a lengthy permit process, the city required low-noise vacuum settings,

which rendered them useless. A car wash with vacuums had been on that corner for as long as I can remember.

Does the city really expect the corner of West Burnside and 19th to be quiet? Are we supposed to cross the Willamette River or the Tualatin Mountains to vacuum out our child safety seats?

City of Portland: Are your mom and dad home? I would like to speak with them.
Max Brunke
NW Pettygrove St.

Cont’d on page 5



Alexandra M. Lynch



Alexandra M. Lynch, who lived for many years on Northwest Irving Street, died Oct. 6 at age 88. Alexandra Marja Arnold was born Dec. 30, 1933, and attended St. Helen's Hall on Southwest Vista Avenue. She attended Brimmer and May School in Massachusetts and Reed College. She married Portland artist Douglas Lynch in 1955. In the 1980s, they opened The Design Source in the Galleria. The studio included his studio and her import boutique, where she curated the work of artisans from around the world. He died in 2009. She is survived by her son, John; and two grandsons. Another son, Jason, predeceased her.

Gwyneth Gamble Booth



Gwyneth Gamble Booth, a Portland civic leader, journalist and corporate pioneer who lived in Portland Heights and Goose Hollow, died Oct. 25 at age 86. Gwyneth Evans was born Sept. 11, 1936, in Seattle. She graduated with a degree in journalism from the University of Washington. She married Theodore R. Gamble in 1957, and they moved to Portland, where she hosted "Front Street Weekly" on Oregon Public Broadcasting. She was the first woman to serve on Portland General Electric's board of directors and later chaired the PGE Founda-

tion. She also served on the boards of the Portland Japanese Garden, the Oregon Community Foundation, OHSU Knight Cancer Institute, the Oregon Institute for Literary Arts, The Dougy Center, the Portland Art Museum and the Regional Arts Council. In 1984, she married Brian Booth. In 1998, they were jointly given the Portland First Citizen Award. He died in 2012. She is survived by her son, Brian Gamble; and daughter, Elizabeth Gamble Caldwell. Two other sons, Theodore Gamble III and Bruce Gamble, predeceased her.

Roberta "Bobbie" Loukes

Roberta "Bobbie" Joan Loukes, a lay priest at Trinity Episcopal Cathedral and volunteer at Legacy Good Samaritan Medical Center, died Oct. 7 at age 88. Roberta McLean was born Dec. 18, 1933, in Canada and moved to the United States in the early 1960s with her husband, Patrick Peacock-Loukes. They lived near Portland State University for more than a decade. She was a founding partner of Portland Walking Tours. She was the wedding coordinator at Trinity and a member of the Altar Guild. She is survived by her husband, Patrick; daughters, Catherine Loukes-Shaver, Wendy Loukes, and Brenda Loukes-Sanguinetti; brother, Bruce McLean; five grandchildren; and one great-grandchild.

Ella J. Roggow



Ella J. Roggow, a longtime Northwest business owner of Hands On Health, died on Oct. 6 at age 62. She was born in Las Vegas and graduated from Oregon College of Oriental Medicine. She practiced acupuncture and traditional Chinese medicine for 26 years and was a member of the pioneering Integrative Health Care Advisory Board at Legacy Good Samaritan Medical Center, where her clinic was located. She is survived by her mother.

James D. Faville

James Donald Faville, who with his wife operated the Attic Art Gallery in their Arlington Heights home, died Oct. 11 at age 88. He was born Feb. 27, 1934, in Portland, where he attended Beaumont Grade School and Grant High School. After graduating from Stanford University and serving in Korea in the U.S. Army, he returned to Portland and worked for the family business, Pacific Paper Box. He eventually became the owner of the company. He married Diana in 1955. He was a member of the Multnomah Athletic Club and served on the board of the Oregon Arts and Craft Soci-

ety. He is survived by his wife, Diana; sons, Jeffrey and Christopher; and six grandchildren.

Sarah Warner

Sarah Anne Warner, who was born at the old St. Vincent Hospital on Northwest Westover, died on Oct. 15 at age 70. Sarah McDonald was born Feb. 19, 1952, and attended St. Cecilia Grade School and graduated from St. Mary's Academy in 1970. She studied pre-medicine and music at the University of the Pacific in Stockton, Calif., and worked for Oregon Health Sciences University's Clinical Research Center. She set records for her age group in the decathlon competing for the Multnomah Athletic Club. She married William Warner in 1976. She is survived by her brother, Paul McDonald.

John R. Bentley



John Rutherford Bentley, a longtime resident of Arlington Heights, died Nov. 1 at age 92. He was born May 2, 1930, and graduated from West Sylvan Grade School, Lincoln High School and the University of Oregon. After graduating from Harvard Business School, he and his wife, Patricia Grathwohl, moved to Portland. In 1964, he co-founded RA Gray & Co. Construction. He later operated Beaport Enterprises, a property management company, until his death. He served on the Portland Planning Commission, was a longtime member of the Oregon College of Arts and Crafts board and was a member of Bethel Congregational Church in Beaverton. His last residence was on Southwest Park Place. He is survived by his wife, Patricia; daughters, Emily Anderson and Sally Bentley; son, John Jr. (Sonya); brother, Owen Bentley; and six grandchildren.

Miriam T. ffitich



Miriam Teresa ffitich, a longtime Arlington Heights resident, died on Oct. 30 at age 95. Miriam Dent was born Jan. 24, 1927, in England, and studied social work at Durham University. She married Bruce ffitich in 1949, and they moved to Zimbabwe, where she worked as a kindergarten teacher. They moved to Iowa, where Mr. ffitich had a long career with John Deere & Co., and she received a bachelor's and a master's degree in social work, leading to a social work career in Illinois. They moved to Portland, where she opened a psychotherapy practice. After his death in 2017, she lived on Northwest Westover. She is survived by children Simon, Mark, Sarah, Peter and John; 12 grandchildren; and eight great-grandchildren.

Death Notices

ALBERT TERUYA ABE, 92, member of First United Methodist Church.

RUBEN J. MENASHE, 89, member of Congregation Beth Israel.

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Readers Reply

continued from page 3



Reader Marcia Freed does not consider the retail post office at Northwest 19th and Vaughn a suitable alternative to the former branch at Northwest 24th and Savier streets.

Need a post office

Whom do I plead with to establish a new post office substation since the one removed at Northwest 24th and Savier streets is the future site of more condos/offices? We need to have a post office again.

I also wanted to thank We Heart Portland [“ODOT removes fences, campsites return,” November 2022] for their well-meaning but unappreciated cleanup of the homeless camps in the city. This is an outrageous oversight on the part of the mayor and the city commissioners and an embarrassment to anyone who knew what our city was like. My letters to Mayor Ted Wheeler get nowhere.

Marcia Freed
NW Blue Pointe Lane

Uncharted change

Thank you for your insightful editorial regarding Ballot Measure 26-228 in the November edition of the NW Examiner. Your points were all well communicated and got to the heart of the risk of a myopic lurch for “change!”

As the saying goes, be careful what you wish (or vote) for.

Naomi Pollock
NW 12th Ave.

Good points on charter

I grabbed a copy of the NW Examiner at church to read about the history of our church [“Mennonite mission once planted seeds in Northwest Portland,” November 2022].

Then I read your article on charter reform. You made some very good points. I already voted against 26-228, but I felt a little apologetic about voting no when all of the groups I admire were voting yes. I hadn’t thought about which extremists might slither out of their dark corners when the bar is so low to get elected. I voted no because nobody else has this kind of city government, I want to hear more about Mingus Mapps’ plan, and three people from each district sounds like it will invite squabbling. Thank you for your well-written article.

Debbie Lang
NE Campaign St.

Transportation bureau oversteps

I recently attended a series of classes presented by the city. The educator said, “The city writes my checks, but I work for you.”

The sentiment nearly brought me to tears, and I wished that I could hear that dedication to service from other city bureaus, specifically the Portland Bureau of Transportation

The recent meetings of the Northwest Parking Stakeholders Advisory Committee I have attended focused on interactions between attendees [“Metering without representation,” November 2022]. More than 75 percent of the time was given to the question of bullying. Was that a planned distraction to ensure that the real business of the advisory committee was left unattended?

This neighborhood began to tackle the parking issues long ago. There have been 40 years of studies and discussions. The city did not get involved until there were meter revenue to be spent, and now it is all over it, choosing the committee members, defining their roles and the terms of their social interactions and devaluing the years of expertise shared by the neighborhood SAC members. Neighborhood advisory committee members may have more education and experience in parking management than the city employees, and they certainly better understand the neighborhood’s needs and concerns.

The question here is: Who is bullying whom? The director of PBOT stated that he and the commissioner in charge of the bureau have the power to control all SAC rules and decisions.

I fear that the new charter may make this situation even worse, further separating the community from the bureaus and lessening the influence of our elected representatives.

Kathy Sharp
NW Northrup St.

Judie Dunken
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Above: Kevin Dahlgren has found most people living on the streets will warm up to him if he does not leave at the first sign of resistance.

Right: By kneeling to engage with a woman sitting on the sidewalk, Kevin Dahlgren makes offers of assistance nonthreatening.



"Turning Point" cont'd from page 1

get it.

I have witnessed a few of those interactions as a volunteer with We Heart Portland, a project largely underwritten—and supplied with volunteers—by the Pearl District Neighborhood Association.

A camper calling himself Truth, who slept under a slim overhang of an Interstate 405 ramp near Northwest Couch Street, gave Dahlgren a grim answer last July: "It would take a miracle."

Dahlgren, a social worker in the metropolitan area for 27 years who now heads We Heart's expansion into Portland, was undeterred. Starting a conversation is a victory in his mind. While Truth has not been seen lately, about 25 of the campers living along the freeway between West Burnside and Northwest Glisan streets moved out after three months of outreach and weekly cleanups by We Heart. All 45 tents previously in the area were gone and remained so for two months until the Oregon Department of Transportation intervened, removing fencing and signs to ward off camping.

In that brief time, the program has turned heads.

"We showed what a difference outreach can make," he said. "Think what we did with \$15,000. It's all about the approach."

Regular contact by the same out-

'Mayors' rule street life

For Kevin Dahlgren, it all starts with getting through to the mayor.

He is not referring to Mayor Ted Wheeler or even the former mayor of Gresham, who hired him four years ago to design and implement a homeless program for his city.

Dahlgren says most clusters of campers have a person known as the mayor or sometimes called the captain. They tend to be middle-aged men with decades of street experience who help their charges cope with the dangers and depravations of life outdoors.

"The good ones keep out problems," Dahlgren said. "They just try to run a community in the most functional way possible. ... They do their best to protect the people in their community. Generally, they are good people."

The role seems to be based on seniority, old salts entrusted to decide who can live with them and enforce rules of conduct, typically prohibiting drugs, thievery and fights.

There are also "bad" mayors, often the suppliers of illicit drugs and sometimes ruling with an iron fist. In Dahlgren's experience, even these leaders provide a degree of order and can be negotiated with.

In larger campsites, there may be a deputy mayor and one or more campers providing security.

When Dahlgren approaches a new group of campers, he asks to speak to the mayor. Most hear him out and respect his message of wanting to clean up the area and help the occupants who need it.

"Working with mayors has been incredibly invaluable," Dahlgren said.

Dahlgren learned about street culture over a long career in social work and counseling with a variety of nonprofits and government programs in the Portland area. That knowledge remains arcane, having no bearing on the major programs and funding directed at the issue, he said.

"I have never met an agency that recognizes it," he said. "They say, 'What are you talking about?' when he brings up street mayors."

This world should not be difficult to imagine, Dahlgren said.

"Doesn't it make sense that within any subculture, hierarchies are going to form? Aren't they just naturally going to form their own government?"

In a social realm barely visited by outsiders, campers naturally turn to peers for problem solving, leadership and protection, he said.

– Allan Classen

"The homeless are feeling good about Mayor Wheeler's plan. I really think this is the start of something big."
– Kevin Dahlgren, We Heart Portland

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Kevin Dahlgren digs trash from amid boulders along Interstate 405.



We Heart Seattle founder Andrea Suarez is undaunted by the mess generated by campsites under the Flanders Street Crossing.



We Heart Portland “trash hunters” stand before the day’s trophy: a pickup full of junk. They are John Hollister (L-R), Kevin Dahlgren, Sally Mize and Matt Bordonaro.



While several We Heart Portland volunteers in the background had no time for a photograph, Kevin Dahlgren (L-R), Vadim Mozyrsky, Jim Rice, Sally Mize and Judie Dunken commemorate their workday along the freeway.

reach worker is not the model followed by government and major social agencies, he said. Periodic official sweeps of encampments may be preceded by offers of alternatives, but without having personal relationships with the messengers, most homeless people turn them down.

“The homeless are waiting for us to get it together, because they want help,” Dahlgren said. “They are open to receiving help if they think it’s going to happen.”

There is a place for substance-free shelters as well as low-barrier facilities that take all comers who want to get sober and clean, he said.

“If they express an interest in something better, we drop everything to help,” he said. “Whether they’re using or not, have they contemplated change?”

He sees unsanctioned camping as a dead end.

“A homeless person will never get their needs met on the street,” he said.

The mayor’s \$27 million plan, which was scheduled to be voted on by the City Council on Nov. 30, has drawn support from every council member except Jo Ann Hardesty. It would create six large campsites in areas distant from homes and businesses and staffed around the clock by mental health and other service providers.

“I support the plan,” Dahlgren said. “I think it’s a great idea. It’s a plan we can all work together on and make it a success.

“It will take a public and private collaboration,” he added.

That’s a good thing, in his mind.

“Civic engagement is the missing

piece; getting the community involved again,” he said.

Dahlgren has tapped a wellspring of grass-roots energy. About 20 volunteers worked most Saturday mornings last summer, and John Hollister, who led the Pearl District Neighborhood Association’s part of the program, volunteered about two or three hours a day.

But the organization needs more involvement to fulfill a citywide mission. That may be on the horizon.

Steve Rallison, an interfaith relations representative with the Church of Latter-day Saints who lives in the Northwest Hills, is working within his own denomination and a greater Portland interfaith coalition to partner with We Heart Portland.

“Andrea and Kevin are like boots-on-the-ground soldiers who we emulate and love,” Rallison said. “I’ve made a commitment to them that either through United in Spirit or other sources, we will find [a way to replicate the success of We Heart Seattle].

“There are so many people who are dying to help,” he said, “and they ask time and again, ‘What can we do to help folks and help our city?’”

The new connection is part of Dahlgren’s rising expectations.

“Common sense is returning,” he said. “The homeless are feeling good about Mayor Wheeler’s plan. I really think this is the start of something big. We could end this crisis next year if we all work together.” ■

[COMMENT ON NWEXAMINER.COM](#)
or email: allan@nwexaminer.com

We Heart brings missing ingredient – courage

Bringing hope and order to the streets can get dicey. Kevin Dahlgren has learned that first hand in a career working with homeless people.

He found a comrade in arms when he connected with Andrea Suarez, a tech industry manager who turned her desire to clean up her neighborhood park in Seattle into a nonprofit organization, We Heart Seattle has cleared trash and encampments from 40 parks in two years and kept them clean.

When asked by a podcaster for the key to her success, she said, “Courage is number one.”

“Showing up without police causes people to trust us,” Suarez said.

Homeless campers may greet strangers with a show of hostility, she said, but those who linger can pass the test.

“We approach them and talk to them,” Dahlgren added. “Within five minutes of standing our ground, they become a different person. That builds trust. We don’t scare the second things get heated.”

That measure of courage is rarely expected of conventional caseworkers, he said, because their employers tell them to keep their distance and leave at the first sign of danger.

Their fortitude was demonstrated in the Pearl District this summer when an intimidating man named Wayne approached them and a circle of We Heart Portland volunteers preparing for a workday. Wayne carried a bundle of wire fencing he had cut down, undoing hours of We Heart labor intended to keep campers from returning to state-owned land they had cleared along Interstate 405.

Declaring that he had been a heavyweight boxer, Wayne threw down the wires defiantly.

Without recoiling or raising their voices, Dahlgren and Suarez talked him down and persuaded him to join the cleanup. Eventually, he promised not to cut down any more fences.

Not every encounter resolves positively.

Dahlgren has had a gun pointed to his head and been hospitalized due to encounters on the street.

This summer, he ran after a man who had just stolen a laptop computer, wrestled it away from him and returned it to its owners. It was no big deal, he told awe-struck observers.

“He was afraid of me,” Dahlgren said.

--Allan Classen



Please Louise found groove

Pizza, an afterthought, became its forte

BY GERALD GREEVE

When Brian Carrick and Brian Lamback decided to open Please Louise six years ago, they envisioned a “good neighborhood restaurant that happens to have great pizza.”

Carrick, the owner, and Lamback, the chef, aimed for a strong dinner menu with pizza as a minor player. But when COVID made takeout *de rigueur*, pizza sales exploded. And not just because pizza is the ultimate takeout food. Please Louise serves the most interesting pizzas in Portland and they are delicious, too.

While they have all the standard pizza varieties, eight of their own combinations are singular.

Wild mushroom: Daily-foraged mushrooms might include chanterelles,

yellow foots, morels, porcini or oyster. Add hefty chunks of pancetta, scoops of creamy gorgonzola melting into the fontina and a drizzle of honey. We asked for thinly sliced, caramelized lemon, and the kitchen was happy to comply.

Triple pepperoni: big slices, thick chunks and grated—a meaty delight in every form.

Potato carbonara: a riff on pasta carbonara with egg yolk, bacon, black pepper, roasted garlic plus flavor-rich huckleberry gold potatoes.

Artichoke pie: Artichoke hearts, prosciutto and fried rosemary with mornay sauce.

Meatball 2.0: The mozzarella, ricotta and green olives take old standard flavors to new heights.

Autumn squash pizza: Mama Lil’s peppers with roasted pepitas and cotija



Chef Brian Lamback prepares a pizza crust.



Pizza making became more than a secondary menu option at Please Louise after COVID turned dining out into a mostly taking out activity. Chef Brian Lamback created a long list of original pizza varieties not seen elsewhere.

NOBBY NEWS

Vol. 28, No.12 “News You Can’t Always Believe” December 2022

VAR seen at Nobby’s

James Ambrose, a longtime regular at the Nob Hill Bar & Grill and a Duck fan, is the new Video Assisted Referee (VAR) for the World Cup. His insistence that many calls on the football field should be overturned may have brought his name to the attention of World Cup authorities, though no one is accepting responsibility for his surprising appointment.

Now that the world is watching, James’ calls are not so quick and sure. He often second-guesses himself, causing delays in the flow of the game as he ponders unfamiliar rules. If you notice a missed red card or overlooked penalty, it’s probably “Mister-they-Missed-that-Call” wearing the other guy’s shoes.



VARs are stationed in remote locations around the world, and we are honored to have one in the house. Come in and watch the World Cup at Nobbys, but remember that James is on call during all the games, and he’s taking enough flak from his supervisors as it is.

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during pandemic

cheese alongside pumpkin. Astonishing creativity pushing the envelope.

Lamback, who has worked at Wildwood, Tasty n Alder, Meriwether's and Salty's, revels in European bistro fare. His pan-fried calamari is the best in town. With a hot iron skillet, he mixes tentacles and rings with Calabrian chiles, capers and lime.

Bucatini pasta, perfectly al dente in a pistachio-based pesto with fresh chopped tomatoes, is one of my favorites. Arancini, delicious small balls of rice stuffed with savory artichoke, coated with breadcrumbs and fried, is rarely found in Portland.

Other dinners frequently found on the rotating menu include gnocchi or pan seared Brussels sprouts.

Carrick knew there was some risk

in leasing space in the L.L. Hawkins Building, which was under construction on Northwest 21st between Pettygrove and Savier streets in 2016. In a six-block area, there were only two businesses—New Seasons Market and Besaw's. Empty storefronts abounded.

Now that area offers 10 places to eat or snack, and more are on the way.

Carrick's philosophy is "be open when they want to eat" The restaurant is open seven days a week, 3-9 p.m. The phrase could also apply to the retracting windows on two walls, providing maximum air flow and pleasant spacing.

PLEASE LOUISE
1505 NW 21st Ave.
503-946-1853



"Cafe goes" cont'd from page 1



Café Nell's industrial-scale space heater generated noise far above the 55 decibel limit in residential zones, but Portland Noise Control Officer Paul van Orden deemed a temporary wall that cut the level to 57-58 dBA a sufficient solution.

argued that the concerns of her neighbors were invalid and secondary to "a little bit of light to a dark time" her business provided during the COVID shutdown. She offered no mitigation measures or outreach to neighbors. Still, the committee adopted a motion supporting the expanded use if she would negotiate a good neighbor agreement with nearby residents.

Preston has not reached out to the two directly adjacent neighbors.

Those neighbors, who have complained about the impact of the restaurant's outdoor seating for two years, say they have heard nothing from Preston.

They may have a long wait. Even the Portland City Council could not prod Preston toward neighborliness. In April 2021, the council heard an appeal of a noise variance granted her for amplified music and a space heater in Café Nell's parking lot. Assuming Preston would demonstrate goodwill, the council denied the appeal by neighbors Renee and Neville Mercado.

"I believe that Café Nell is willing to work with neighbors to mitigate [impacts]," Commissioner Jo Ann Hardesty said.

"It sounds like the owner, Vanessa Preston ... is in good faith in wanting to have communication with her

neighbors," Commissioner Dan Ryan said.

Mayor Ted Wheeler advised Preston: "Let's see if you can work with your neighbors and that some compromises can be struck to alleviate some of this conflict."

Instead, Preston sued neighbor Scarlett Wise the following month over location of their shared property line, a matter not raised in the prior 12 years Wise and Preston were next-door neighbors. The case is scheduled to go to court this month.

Later that year, Preston issued a written threat to sue the Mercados and Wise for critical statements published in the NW Examiner and for complaining to Portland Fire & Rescue and the

Portland Noise Control Office. Preston sought \$1 million for damages to her reputation and "her feelings," and \$500,000 for economic damages.

The Planning Committee, having received emails about the backstory and pending legal matters, showed little interest in taking a side. Committee member Wendy Hawkins said music has not been played at times she has patronized Café Nell, and she considered the dispute limited to one "unsatisfiable" neighbor.

Before voting for expanded-use,

"It's a classic case of a commercial use in the middle of residential uses making a lot of noise. This is why we have zoning."

Greg Theisen, co-chair, Northwest District Association Planning Committee

Continued on page 10

Celebrate Christ's Birth at Zion Lutheran Church



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GREATER NORTHWEST PORTLAND DEVELOPMENT MAP

2788 NW THURMAN

Plans for a 1914 masonry building at Northwest 28th and Thurman streets formerly occupied by Crackerjacks Pub and the Thurman Street Pottery include a restaurant at the corner with a rooftop deck and expanded retail spaces to the east. The developer/owner of the property is Nascent Collective LLC, Gregg Opsahl, managing trustee.



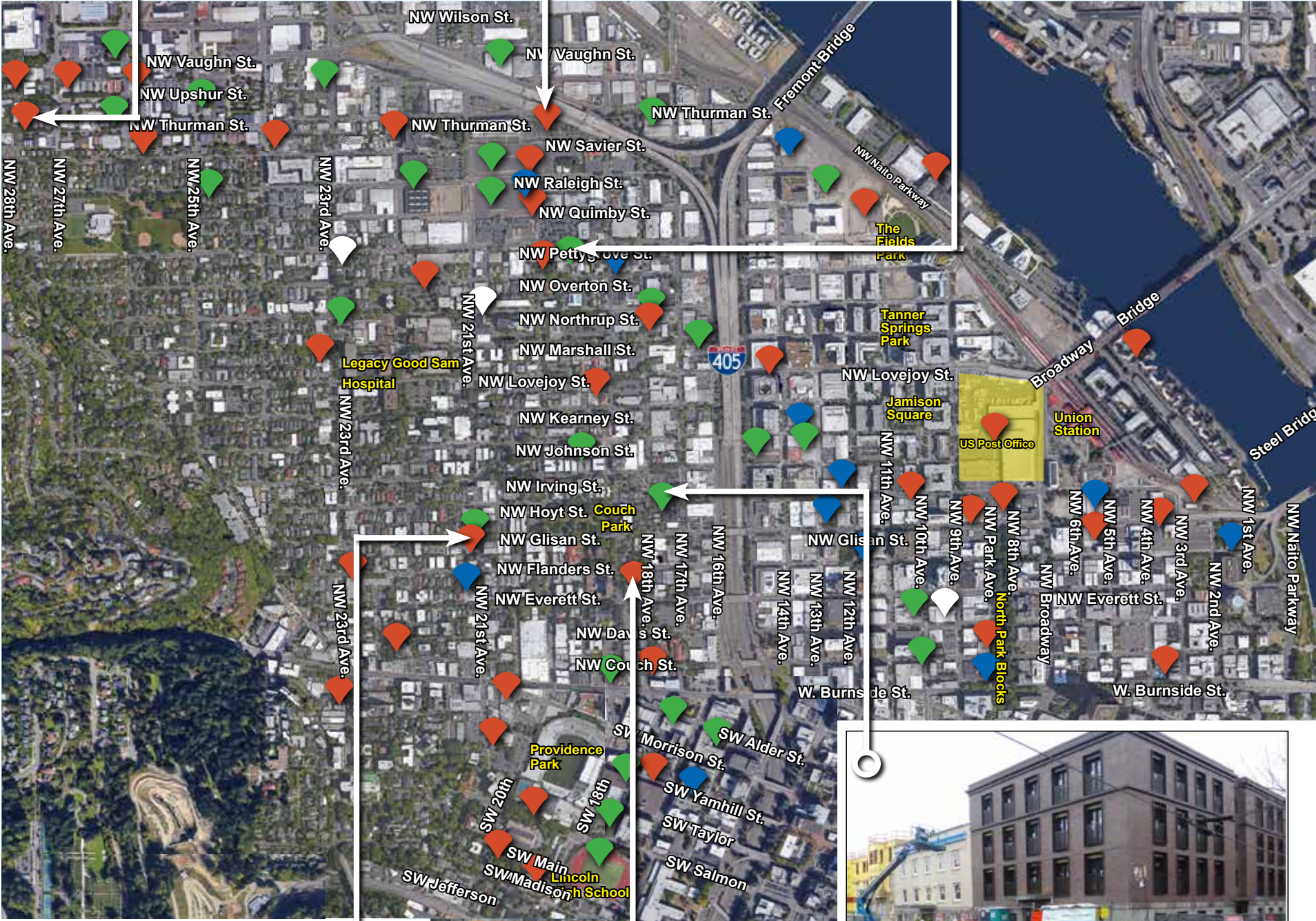
DOG PARK

The Northwest District Association is considering the possibility of creating an off-leash dog park under the Interstate 405 ramps. The NWDA Planning Committee will discuss the idea Thursday, Dec. 8, 8 a.m., via Zoom. Email steve@sspdev.com for the link.



NW 19TH & PETTYGROVE

A seven-story mixed-use building at Northwest 19th and Pettygrove approved in 2017 is finally under construction. The developer is seeking adjustments to remove many of the proposed Juliet balconies, add a roof deck and change the thickness of metal siding panels.



529 NW 21ST AVE.

Unpermitted remodeling of a 122-year-old house hidden behind two Northwest 21st Avenue storefronts has triggered the city's historic resource review process. Unapproved siding must be replaced with wood shiplap to match the original siding. Window, door and porch trim must also match the originals and a sliding door needs to be removed. The basement will be turned into a separate dwelling unit.



NW CULTURAL CENTER

Closing of the sale of the Northwest Neighborhood Cultural Center to a Las Vegas developer has been postponed at the buyer's option from Oct. 31 to Jan. 31. Workers are boarding windows in preparation for remodeling the landmark building and erecting a hotel on the adjacent parking lot.



EMMONS PLACE APARTMENTS

Emmons Place, a three-phase project involving 146 affordable housing units sandwiching the historic Buck Prager building on Northwest 18th Avenue between Hoyt and Irving streets, is intended to be completed in the spring. There will be 48 units in the four-level southern building and 98 in the six-story northern end.



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

All photos from City of Portland Archives



Nurses fill the balcony at St. Vincent's Hospital Training School on Northwest Westover in 1911. Built in 1875, St. Vincent Hospital (now Providence St. Vincent Medical Center) was the state's first permanent hospital. The nursing school was added in 1892.



A work crew constructs a drainage tunnel at Southwest Kingston Avenue and SW Fairview Boulevard in 1935.



A trolley heads toward Council Crest in 1949.



A crew repairs damage caused by a collapsed retaining wall at the intersection of NW Maywood Drive and Melinda Avenue in 1934.



High winds split a large tree in the South Park Blocks in 1962.



A view from Southwest 18th Avenue northward across West Burnside Street.



The western approach to the Burnside Bridge in 1933.



I keep reminding readers that the NW Examiner’s future depends on support from loyal readers. I have even stooped to costumes and disguises to reinvigorate the message.

Recently it hit me: I am not the best goodwill ambassador in the house. Cash, age 10, has been begging nice people for treats all his life, and he is rarely turned down. Take it from Cash. With all sincerity, please support the NW Examiner.

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Notification gaffe puts Thurman speed bumps on hold



The Portland Bureau of Transportation set out homemade-looking no-parking signs on orange posts along Northwest Thurman Street two days before cars were to be towed for installation of speed bumps.

BY ALLAN CLASSEN

While Northwest neighbors complain about the Portland Bureau of Transportation’s intransigence on a variety of issues, the bureau showed it could turn on a dime if necessary.

PBOT gave residents between 28th and the Thurman Bridge two-day notice before speed bumps were about to be installed on their blocks.

“Yesterday, I was deeply distressed to receive a city of Portland flyer advising me that speed bumps are to be installed in front of my house beginning tomorrow with less than two-days warning,”

longtime Thurman resident Joni Marie Johnson wrote in a Nov. 9 email to PBOT. “This timeline feels as though it is being rushed in order to avoid providing an opportunity for citizen input, an understanding of the type of bumps to be installed, and the expected outcome from placing them in front of our homes.”

Johnson described the history of speed bumps along Thurman since 1999-2000, when PBOT installed and then removed speed bumps due to structural damage to several homes. PBOT tried again in 2019, but residents spoke out about both the jarring of foundations and failure to calm traffic.

Before the day was over, PBOT Senior Planner Zef Wagner had put the project on hold.

“We unfortunately had some miscommunication internally about the level of advance notice and public outreach needed for this project,” Wagner replied to Johnson. “While we are confident the revised speed cushion design will not result in the issues you describe, we take full responsibility for failing to provide more advanced notice and an opportunity for you and your neighbors to give feedback.”

“It feels as though it is being rushed to avoid an opportunity for citizen input.”
—Joni Marie Johnson, Northwest Thurman resident

But delay does not mean cancellation.

Wagner’s mission now is to “explain why we think the speed cushions are the appropriate way to calm traffic.”

“We have told the contractor to hold off on the speed bumps until such time that we do more public outreach with you and your neighbors and come to a satisfactory conclusion on what we should do in this segment of Northwest Thurman Street.”

That may mean waiting until next spring before a project of any type is constructed.

Greg Theisen, co-chair of the Northwest District Association Planning Committee and a member of the Northwest Parking Stakeholders Committee that is challenging PBOT’s right to pick NWDA representatives to that committee,

called this “another instance of PBOT’s inadequate communication process.”

Noting that PBOT’s Northwest in Motion Plan calls for consideration of speed bumps on Thurman, Theisen noted that “it sounds as if they have considered on their own without consideration of input from affected property owners and other stakeholders.”

Wagner said the project is funded by Safe Routes to School, not NWiM.

He makes no promise of better outreach as a general policy.

“Most speed bump projects are non-controversial and so we usually just do this kind of construction notification with no problems,” he explained. “But given the history at this location, we should have done more outreach in advance.”

In the meantime, Johnson wants PBOT to know speed bumps are not the answer.

“As a long-term resident and observer of traffic on Thurman, I can say definitively that the only solution to calming traffic on this stretch of the road is to install a permanent digital speed indicator at the bottom of the Thurman Bridge at Northwest 29th Avenue advising drivers of their speed and a radar monitoring device that issues traffic tickets.”

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Snapshots



The Harborton Frog Shuttle project is one of seven projects across Oregon receiving funds through the sale of Watch for Wildlife license plates, a project of the Oregon Wildlife Foundation. For the past 10 years, volunteers have been going out on winter nights to carry red-legged frogs on their way to breeding grounds from being crushed on Highway 30.



Fire consumed a car on Northwest 20th Avenue by Stadium Fred Meyer last month.



Ron Hamilton has emailed a number of state, federal and local officials about BNSF trains regularly blocking streets and emergency access in Northwest Portland, often for long periods. “Why can’t freight trains park in the huge railyard before passing Northwest Nicolai Street instead of on the streets of Portland?” Mayor Ted Wheeler’s aide Sam Adams, advised him, “As an eight-year former commissioner in charge of transportation, I can tell you that the railroads have special protections under federal law that make them out of reach of most municipal authority [and] ... state governments as well.”



Lincoln High School senior Thomas Kenyon was named Portland Pearl Rotary student of the month for November. He is a member of the school’s state champion downhill ski team and varsity lacrosse. He is also a member of the Multnomah Athletic Club climbing team and is active in American Legion Post 58 and in peer tutoring.



A whimsical mural featuring a huge bear no longer covers the building formerly home to Groundwork at 2355 NW Vaughn St. After the coffee company moved out last summer, property owner Warren Rosenfeld required the company to return the building to its prior condition. Rosenfeld called the mural “off-putting to others,” a possible attractor of graffiti and vandalism, and a demerit in the eyes of potential tenants. “This mural holds a special place in my heart,” said Jeremy Nichols, who painted it in 2019. “It received an overwhelming amount of positive feedback throughout the community, and has enormously helped my career as an artist.”



NW Marine Art Works’ annual holiday Open Studios + Art Mart, including paintings, sculpture, jewelry, housewares and apparel by 60 local artists, will be held Sunday, Dec. 4, 10 a.m.-4 p.m., at 2516 NW 29th Ave. Listen to live music and enjoy food and beverages. Dress warmly.

Two other handmade gift markets will take place this month:

The Makers Fair Holiday Markets will feature handmade goods by local artisans Saturdays, Dec. 10 and 17, noon-6 p.m., at Hammer & Stitch Brewing Co., 2377 NW Wilson St.

Cracked Pots, a nonprofit devoted to reuse of products to avoid waste, has a holiday popup shop at 500 NW 14th Ave. It will be open 11 a.m.-6 p.m., the first and second Fridays, Saturdays and Sundays in December.



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