

“Digging deep,  
Shining a light”

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JULY 2022/ VOLUME 35, NO.11

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# Rail Dreams



BY ALLAN CLASSEN

Portland’s beloved zoo train doesn’t get out much anymore, but its fans have not forgotten it.

The train that used to wind 1.2 miles through forested Washington Park between the Oregon Zoo and the Rose Garden has been sequestered within the zoo since 2013. Still, generations of Portlanders and tourists keep asking for the “full meal deal.”

“I’ve helped thousands of people ride the train,” said Dana Carstensen, the railway’s station manager. “I see their joy as they bring their kids and grandkids and then their disappointment to find it’s only a six-minute ride.”

A nonprofit Carstensen helped form has collected 39,000 signatures and in 2020 shepherded the railway’s listing on the National Register of Historic Places despite the resistance of two local government jurisdictions. But Save the Washington Park and Zoo Railway never marshaled sufficient political will

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## New campaign seeks to restore Washington Park Railway

Above: Volunteers have been clearing the tracks in anticipation of a restored railway.

Left: The five-eighths scale Oregon steam engine has been a favorite of Washington Park visitors since it was built in 1959 by the Oregon Locomotive Works.



## Proposed homeless village perplexes Pearl neighborhood

BY ALLAN CLASSEN

City Hall’s helter-skelter reactions to the growing homeless camping issue—lurching from moratoriums on code enforcement to wholesale sweeps—is felt at the neighborhood level. And neighborhood associations walk their own line between caring outreach to those on the streets and calls to reclaim public spaces made unlivable by trash, disorder and crime.

The Pearl District Neighborhood Association is a case in point. PDNA partnered with Harbor of Hope in welcoming the privately funded Navigation Center on Northwest Naito Parkway in 2019. But the association is more guarded toward a proposed city-run safe rest village on the lot adjacent to the Navigation Center.

This is one of six safe rest village sites around the city championed by City Commissioner Dan Ryan. Unlike the Navigation Center, they are to be “low-barrier” facilities that do not prohibit drugs and alcohol or screen for criminal records.

An ad hoc group arising at Waterfront Pearl Condominiums, located just across the street, complains that the association is

Continued on page 12



Above: View from Broadway Bridge along Northwest Naito Parkway. Waterfront Pearl Condominiums are in the background.



Left: Tent camping under the Broadway Bridge has endured near the Navigation Center despite an agreement banning them in this area.



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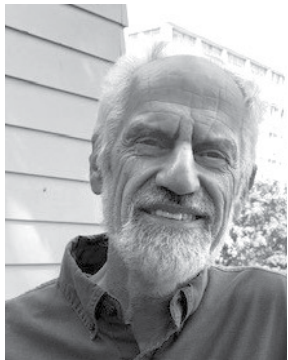
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# Charter reform poison pill

Many have noticed that the charter reform package going before Portland voters in November has undemocratic elements. That is not a flaw in the plan—that IS the plan.

That is what it was designed to do. Democracy is about majority rule. Minority rights have been protected in America by law—primarily the Bill of Rights—and the possibilities in forming alliances with sectors of majority-aligned voting blocs.

The proposed charter reform goes further—much further—by enabling minority population sectors to elect representatives without the need for compromise with the broader electorate.

That is not mere speculation. In a section of the Charter Commission report entitled desired outcomes, one item exalts “smaller communities have the power to elect their preferred candidates.”

Other desired outcomes include:

“Government is answerable to us for its actions and its commitments to anti-racism and equity;

“Portlanders can access services and influence power regardless of their wealth or other privilege; and

“Government addresses past harms.”

While nothing may be incorrect in these statements, they represent the vague rhetoric of the radical left, which has more specific things in mind. Some may feel confident to deem who has privilege and which harms must be addressed. In that the city has not city adopted a policy of “anti-racism,” how is that term defined?

The fact that such loose language pleased the commission may have to do with the makeup of the body, about three-quarters of which were members



of protected classes. I understand the desire to have faces in the halls of power that “look like us,” but that may not elevate the search for what we all hold in common—the essence of effective self-government.

Obviously, the commission did not trust majority rule. It crafted a complicated and novel set of mechanisms that would allow candidates receiving as little as 25 percent of the vote to gain council seats alongside candidates actually supported by a majority of the electorate. Whether speaking for one-quarter or three-quarters of the people, these different stripes of “winners” would be granted the same power to make law.

“One person, one vote” would be

replaced by a system in which voters rank their top four choices in order. People more familiar with “ranked-choice voting” tell us that candidates running as a slate would prevail over those simply getting the most first-place votes. Explaining how that could happen would take a paragraph, while grasping the strategic ramifications may take a few elections. Training voters on how to effectively advance their favored candidates without simultaneously undermining them with secondary votes might take a generation. Does our sinking city have this much time to experiment?

Ranked-choice voting is used in a few U.S. cities but never in combination with another innovation in this

plan: three representatives for each of four districts in the city. Mixing the two would be like swallowing an experimental drug with an unknown one from the streets. Each could be dangerous alone—in combination, perhaps deadly. We would be the first city to learn if there even is a tomorrow after such a reckless leap.

The commission was so enthralled by this untried blend of electoral systems that it did not amend this part of its initial public draft despite floods of questions and critiques from citizens, most of them in opposition. Did the commission stumble onto the perfect electoral scheme on its first try, or did it simply not respect the public enough to incorporate legitimate concerns?

Giving too much legislative power to states populated by far less than half of the American voters has crippled the U.S. Senate, fostered obstructionism and triggered deep distrust in our federal government. Building a new system around the same flaw, albeit from the opposite end of the political spectrum, is not what Portland needs.

Portlanders are justifiably ready to replace our commission form of government. Approving this package of mysteries, however, would be a mistake.

The City Council has the power to put straightforward charter reform (I suggest a city manager and council districts) on the ballot at any time. We must urge council members to do so. If they announce such intent as soon as possible, this counter-democracy experiment can be dispatched quickly and painlessly in favor of a better plan we can all live with. ■

## Readers Reply

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

### Seattle model on target

Great story [“Cleaning up with kindness,” June 2020] about how we can help solve the trash problem in and around Portland and give some needed help to the homeless as well. Thank you Seattle for coming up with this idea.

We all need to do more instead of talking about what could be done. If more people got involved, and there

are hundreds of thousands of us that are able to, we can get the Portland metro area back to the beautiful place it is.

Thank you, NW Examiner, for your story.

Tom Egli  
SE McLoughlin Blvd.

### Appreciates depth

I have been a longtime reader of the NW Examiner. It's a steady part of my media diet because I'm constantly reading things in the Examiner that I either don't see covered in other local media outlets, or it's a subject that is given a quick blurb and then fades away. I appreciate the Examiner's depth and follow-through. Plus, I enjoy reading about new local

Cont'd on page 5

# The NW Examiner

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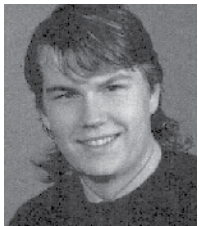
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## Karl Lazdins



Karl Lazdins, a Lincoln High School graduate, died June 5 from complications of type 1 diabetes at age 48. He grew up in Arlington Heights. He worked as a sound engineer and road manager for several well-known bands involving worldwide travel. He survived by his parents, Vesma and Ivars Lazdins; and brother, Erik.

## Carol Smith-Larson



Carol Smith-Larson, a founder the Pearl District Neighborhood Association, died June 12 at age 93. She was born May 18, 1929 in Dallas, Texas. In 1954, she moved to Portland, where she raised four children as a single mother and worked in banking, shipping, frame-making and real estate. She married Dr. Wilbur Larson in 1991. They became early residents of the Pearl District, co-founded the neighborhood association and served on its neighborhood foot patrol. She was an art collector, supporter of emerging artists and donor to the Oregon College of Arts & Craft Scholarship Fund. She was preceded in death by her husband, Wilbur; and son, Candler Smith. She is survived by her daughters, Fabian Smith, Austin Raglione and Collin Prasch; two grandchildren; and two great-grandchildren

## Ron Marriot



Ron Marriot, a lifelong Northwest Portland resident, died June 5 at age 76. He was born in Portland June 1, 1946, and attended Chapman Elementary School and Lincoln High School, graduating in 1964. He served in the U.S. Army in 1966, stationed in Germany. He worked for ESCO as shipping and receiving clerk for nearly 40 years. He lived in the same apartment at Northwest 24th and Overton since 1970. He was the main character in many editions of the Nobby News, a monthly Nob Hill Bar & Grill advertisement. He is survived by his sister, Donna.

## Evan Farnham



Evan Neil Farnham, a lifelong resident of Northwest Portland, died May 26 at age 68. He was born July 27, 1953, at Legacy Good Samaritan Medical Center. He attended Catlin Gabel Grade School, Lincoln High School and Portland State University. He worked as an auto mechanic for more than 45 years, most of them at Garry Small Saab/Volvo. He bought a house on Northwest 24th Place in 1984 and lived there the rest of his life. He volunteered many hours to restore The Silcox Hut on Mount Hood. He is survived by his brothers, Tom, William and Hugh; and sister, Gwen.

## Nancie S. McGraw



Nancie S. McGraw, who grew up in Willamette Heights, died June 5 at age 92. Nancie Stevens was born on Oct. 4, 1929, in Portland. She attended Catlin Hillside School for all of her elementary and high school education. She attended Mills College for two years. She was a dedicated conservationist, serving as director and chair of the Conservation Committee of the Garden Club of America. She also volunteered for the Friends of the Columbia Gorge, the North Coast Land Conservancy and the Nature Conservancy. She was also president of the Portland Garden Club. She served on the board of Planned Parenthood and was a member of the Town Club, the Multnomah Athletic Club and the Portland Art Museum. She married Donald H. McGraw in 1955; he died in 1994. She is survived by her sons, Donald Jr., David and Philip; daughters, Madie Richenstein and Katharine Murphy; and nine grandchildren.

## Death Notices

**LEIF TERDAL**, 82, member of First United Methodist Church.

**PAT GARVEY**, 99, member of St Mark's Anglican Parish.

**JOE RUTTEN**, 85, member of the Multnomah Athletic Club.

**BRIAN QUINN**, 57, taught humanities at West Sylvan School for 18 years.

**LORA MILLER**, 57, an MRI technician at Legacy Good Samaritan Medical Center for more than 30 years.

**MARY LOU (DYER) FERGUSON**, 87, member of the Multnomah Athletic Club.

**SPENCER DICK**, 65, attended Catlin Gable School.

**GERILDYNA JOHNSON**, 90, worked at Montgomery Ward on Northwest Vaughn Street.

**ANGELA WYKOFF**, 83, member of the Multnomah Athletic Club

**AMASA (MCKAY) RICH**, 97, former assistant director at Oregon Zoo.

**FRED HAASE**, 74, worked for Graphic Arts Center.

**MILLARD MCCLUNG**, 94, a 1945 graduate of Lincoln High School.

**ROBERT EPSTEIN**, 82, a founding member of Havurah Shalom.

**CHUCK WILLIAMS**, 71, a public relations specialist for Legacy Good Samaritan Medical Center from 1985-92.

**HOWARD PURVIS**, 87, a 1963 graduate of Lincoln High School.

**MICHAEL (MESCH) MCQUEEN**, 56, grew up on Northwest Hoyt Street.

The Northwest Examiner publishes obituaries of people who lived, worked or had other substantial connections to our readership area, which includes Northwest Portland, Goose Hollow, Sauvie Island and areas north of Highway 26. If you have information about a death in our area, please contact us at [allan@nwexaminer.com](mailto:allan@nwexaminer.com). Photographs are also welcomed. There is no charge for obituaries in the Examiner.

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Dan Lamberger  
SW Highland Parkway

## Against safe rest village

As a Pearl District homeowner for the past 13 years and longtime volunteer on neighborhood association committees concerned with livability, safety and emergency preparedness, I wish to voice my strong opposition to locating a safe rest village on Northwest Naito Parkway.

For the past several years, the city of Portland and Multnomah County governments have consistently demonstrated their lack of willingness and ability to maintain even the most basic standards of sanitation, trash removal, law enforcement, public safety, mental health intervention and graffiti abatement throughout the entire city.

The continued failure of the city and county to fulfill their roles as defined by a good neighbor agreement governing the Harbor of Hope on Northwest Naito is just one example of their lack of competence and integrity.

The recent decision by All Good Northwest to close the Old Town Homeless Village due to gun violence and dangerous conditions surrounding that site further demonstrates the inability of the city and county to keep our streets safe and livable.

I applaud the diligent efforts by Commissioner Dan Ryan and his team to reduce homelessness, but the city and county have not come close to demonstrating their capability, or even willingness, to effectively manage something as complex and challenging as the proposed SRV on NW Naito Parkway and to maintain the area surrounding the site free of conditions that undermine neighborhood safety and livability.

My wife, also a longtime Pearl District Neighborhood Association volunteer, and I recently wrote the PDNA about our opposition to the plan to construct the proposed SRV next to Harbor of Hope. This village will further reduce safety and livability in our neighborhood. I urge others to voice their opinions to the city as soon as possible.

David L. Mitchell  
NW Naito Parkway

## Past promises broken

I have lived in the Pearl District for six years. It has been wonderful to be part of the community, but the quality of life in the area has steadily gone down. The accessibility and walkability of the corridor connecting the Pearl to Tom McCall Waterfront Park and downtown has deteriorated.

That area has been filled with messy camps for as long as I can remember. I have had to walk in the street by the Steel Bridge because sidewalks on both sides were clogged with tents.

I attended the meetings the city presented when Harbor of Hope was created about three years ago. Many platitudes were offered about how well the site would be managed, how a Good Neighbor Agreement was going to be drafted and a 1,000-foot radius around the site would reduce impact to the neighborhoods.

Once ground was broken we started seeing camps on the lots on both sides of the site growing to five or more at a time. Harbor of Hope has been spectacularly unresponsive. A neighbor called them to find if they were reporting the camps and was twice promptly hung up on. I have restated that question seven times to project managers and City Hall, and I still don't have an answer.

A propane tank fire in one of the tents in front of Harbor of Hope destroyed a car.

In this environment, the city plans to introduce a safe rest village with no barrier to entry. Pretty much anyone can be accepted, including criminals, drug users and those with mental issues. The city is again making promises of how well it will be run and how clean the area around it will be, but after the Harbor of Hope experience, I have zero belief that any of that will be true.

Alberto Santaballa  
NW Naito Parkway

## Public space is for all

Restaurant seating on sidewalks and parking lanes in Northwest Portland is making it difficult for pedestrians to pass. While walking is difficult, travelling with a stroller, cart or wheelchair can be impossible. In some cases, restaurants roll out a red carpet on the sidewalk, and pedestrians must disrupt the line to the hostess desk.

Permits for restaurant plazas (seating in the street) are to become permanent in September, when the city will begin charging a fee to partly cover the loss of parking revenue. Why only partly cover the cost of parking revenue? Even covering the entire loss of parking revenue would be a bargain compared to the going rate of \$35 a square foot for restaurant space in the neighborhood. Will the revenues generated by street-use fees be used to benefit those impacted?

I am not opposed to outdoor seating. I make the point that it should not benefit some to the disadvantage of others. Sidewalks should be open and maneuverable for walkers, strollers, wheelchairs and people with varied abilities.

It is especially silly to see large expenditures to make intersections ADA accessible if the sidewalks aren't.

Kathy Sharp  
NW Northrup St.

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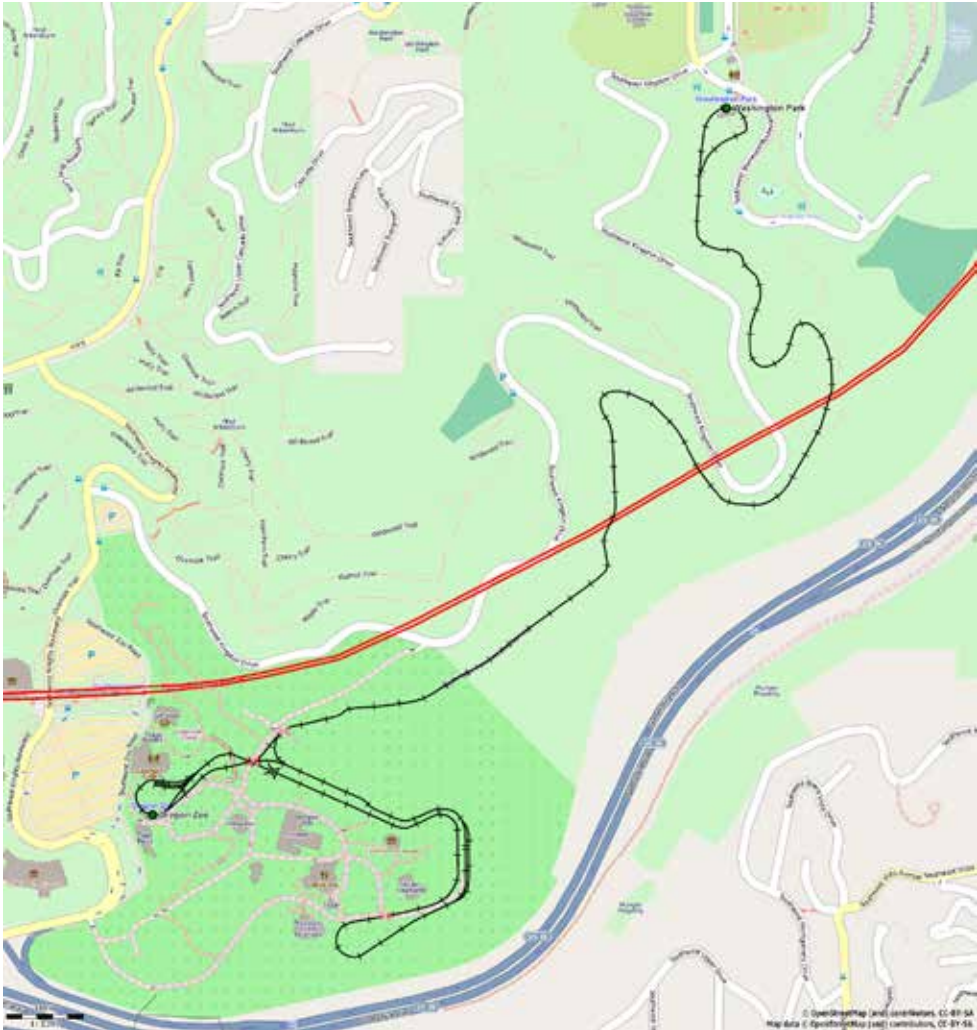
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Left: The Washington Park rail line (shown by the cross-hashed black line) connects the Oregon Zoo (dark green area) with the Rose Garden Station near the top of the image.

Above left: A recent engineering report found that the “tracks are in good condition,” although this photo shows a break.

Above right: Volunteers checked the 1.2-mile route for overgrowth and maintenance issues.

"Rail Dreams" cont'd from page 1

at Metro, which operates the zoo and railway, or at the city, which owns and manages the park.

Metro officials claimed it could cost \$3 million-\$5 million to fix collapsing sections of track foundation, then suggested the cost could run much higher while mounting no effort to tap grants or broad public-based funding. There has been no hint of the creative community energy that birthed the railway for Oregon's centennial in 1959, when 20,000 people bought \$1 "stock" in the railway, essentially prepaid tickets good for two rides.

A new organization called the Rose Garden Loop Restoration has been quietly building support. The group underwrote a high-level engineering study, which was completed last November. It found that the track could be made operable for a modest \$190,000.

Kathy Goeddel, a resident of the adjacent Arlington Heights Neighborhood Association, chairs the group. She did not release the report or crow about the potentially game-changing numbers. Goeddel is committed to working with the zoo and other public officials to find a mutually beneficial way forward.

Metro has not gotten on board so far, but Goeddel is playing the long game. She has been in touch with Metro Chair Lynn Peterson, whom she describes as "awesome."

"I feel that she has been supportive," Goeddel said. "We want to keep the partnership going."

At least, "they didn't stop us from getting an engineering study," she said.

While Metro did not pay for the report, that proved no obstacle.

"We raised \$10,500 in a week," Goeddel said.

Shannon & Wilson, a Seattle-based company that did previous work in Washington Park for Metro in 2012, took on the project at a discounted rate, she said. The report noted that "overall, in our opinion, the tracks are in good condition."

The main sore spot on the line is a section where uncontrolled drainage eroded the track shoulder. A 10-foot-tall by 40-foot-long "soldier" pile wall is required, estimated to cost \$150,000 to design and construct.

A secondary issue is debris and trees covering the track near the Rose Garden station. The cost for removing that was pegged at \$40,000.

Volunteers clear the way

Other maintenance needs cost Metro nothing at all because Save the Railway volunteers have put their bodies on the line.

"For the 19 days we scheduled ivy pulls," Goeddel said, "these volun-

teers—ranging from 5 to 86 years of age—spent time pulling ivy and thorny blackberries from the track structure."

She estimated 364 person-hours of donated labor, led by Bill Burgel and including Gerald Fox, Rick Tipton, Trent Stetz, Arlen Sheldrake and Melissa Darby at almost every workday. Groups such as the Golden Dragon Paddling Club, Wasabi Paddling Group, Arlington Heights Neighborhood Association, Post 58 of the Mountaineers and the Unitarian Universalists Men's Group also pitched in.

"Kathy is doing a great job. I like her approach," said Sheldrake, a Sylvan-Highlands neighbor who speaks for two local rail history organizations, the Oregon Rail Heritage Foundation and the Pacific Northwest Chapter of the National Railway Historical Society.

Sheldrake said the two rail preservation organizations "are the sponsors and supporters of the team we have put together to work with the two neighborhood associations, Arlington Heights and Sylvan-Highlands.

"We want to work with—this is an important word for us—the Oregon Zoo and Metro to get the train operating back to the Rose Garden. We are strong believers in working with these two organizations, not against them," he said.

The bureaucratic barriers keeping Metro, the zoo and the city from pulling

together for the train were well known to former City Commissioner Dan Saltzman. Speaking at a council hearing on the Washington Park Master Plan in 2018, Saltzman said he feared "the train is going to lose out ... given the loggerheads and inertia that might develop down the road between Metro and the city over this."

At a hearing jamming the main level of council chambers, people waved "save the train" signs and some had on railroad engineer caps. The council got the message.

"I'm interested in the plan prioritizing keeping the train," Saltzman said. "I think the train is a fantastic element of the history of many of us who have grown up here, and the train is a romantic thing—much better than a shuttle or the trail."

The trail he referred to was in the master plan developed by Portland Parks & Recreation. It calls for removing the tracks and replacing them with a multi-use trail at a cost estimate of \$10.2 million.

Peterson at Metro was still bowing to the city's Washington Park Master Plan when she spoke to the City Club in 2019. In an Oregonian story, she was quoted saying the plan envisions a trail rather than a rail loop, and Metro is trying to honor that plan.

Asked if her position has changed,

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Top left: The Zooliner, built in 1958 by two Northwest Portland manufacturers, pulls five passenger cars along the 1.2-mile route before the route was truncated in 2013.

Top right: The Washington Park Station was originally located at the Portland Expo Center before being moved to northern end of the park rail system, where it stops near the Rose Garden.

Left: Volunteers have devoted 364 person-hours to ridding the Washington Park Railway of invasive ivy, blackberries and other overgrowth.



Metro Public Affairs Specialist Nick Christensen replied that the master plan calls for coordinating between Metro and Portland Parks & Recreation “to determine how to best utilize the corridor and train station ... If the zoo train remains in operation, a narrower version of the regional trail should be explored.”

“That’s a decision for Portland Parks & Recreation, and the Washington Park stakeholders,” Christensen said. “Council President Peterson’s position remains that she is supportive of private and nonprofit efforts to restore the railway.”

### High-balling track repair

Over the years, Metro has offered ever-increasing estimates to repair the tracks, tending to more nearly balance the high cost of removing it.

“The train route work entails replacing retaining walls and track support structures as well as stabilizing slopes,” zoo spokesperson Hova Najarian wrote in an email to the NW Examiner last month. “Portland City Council directed PP&R staff to continue to evaluate the use of the railroad outside the zoo. Significant geotech work would be needed for any use, whether train, trail or some combination.

“Initial estimates from Metro consultants at the time were around \$1.5 million to \$2 million, and steel and construction costs have gone up quite a bit since then,” Najarian wrote. “I believe those estimates predated the landslide at the lower end of the route and did not consider repairs to the station near the Rose Garden, operating expenses, permitting, capital costs, etc.”

Shannon & Wilson did, however, consider 2021 construction costs and accounted for current ground conditions. Operating costs were not factored into the geotech report, though the higher costs of providing a longer train ride could presumably be offset by higher ridership and ticket prices.

Save the Railway supporters and neighborhood representatives believe the train has more than entertainment value. They argue that it could be a vital transportation link within the sprawling multi-attraction park as well as connecting MAX and bus riders.

### Nostalgia vs. modernity

“The zoo’s position is that it’s a very complicated issue,” Najarian admitted.

“The Washington Park portion of the train ride holds fond memories for longtime residents. It evokes ‘old Portland.’

“As Portland grows into a larger, more modern city, I think that type of nostalgia is deeply felt by some.

“But restoring that section of the train ride is a huge and expensive

undertaking, involving many stakeholders and partners—a full cost-benefit analysis is needed, with involvement from all parties.”

Which says nothing about the zoo or Metro seeking such an analysis. At the same time, Portland Parks & Recreation downplays its role in the train’s future.

“Metro regional government, not Portland Parks & Recreation, is responsible for the management and operation of the railway and assets, so we suggest contacting them,” said PP&R spokesperson Mark Ross.

“PP&R’s Washington Park Master Plan, which City Council unanimously accepted, proposes a trail connecting park destinations alongside or using the zoo train corridor. At this time, there is no funding identified for this trail project, and the train and train corridor remain the purview of Metro.”

Goals in the master plan and the city’s position on the park railway are difficult to pin down. The fullest public discussion on the topic remains the 2018 council hearing.

“Certainly based on looking around the room, this seems to be a unifying theme here,” Commissioner Amanda Fritz said. “People who disagree on various other aspects of the plan are all enthusiastic about the train.”

“There is an extraordinary amount of enthusiasm around rail,” said the

late Commissioner Nick Fish, noting particularly the demand for family-friendly amenities.

“I’ve actually never seen such indefatigable fundraising around a cause, so I concur with Commissioner Fritz and Dan [Saltzman] that we should put this in the transportation management plan and not leave it to the vagaries of a conversation with Metro. We should scope it out as an option and figure out what the cost is,” Fish said.

Mayor Ted Wheeler bemoaned the ambiguity of the Washington Park Master Plan.

“With relationship to that train, it is silent on that subject. It is neither guiding us to keep the train or not keep the train.

“We are interested in the subject and we want further details, discussions. What does it take to run it? What does it take to rehabilitate it? How much does it cost if we choose to do that?”

Four years later, the details have still not been put together. Wheeler did not respond to a request to update his position.

The only constant, fed by the fable of “The Little Engine that Could,” is the Portlanders young at heart who know how the story should end. ■

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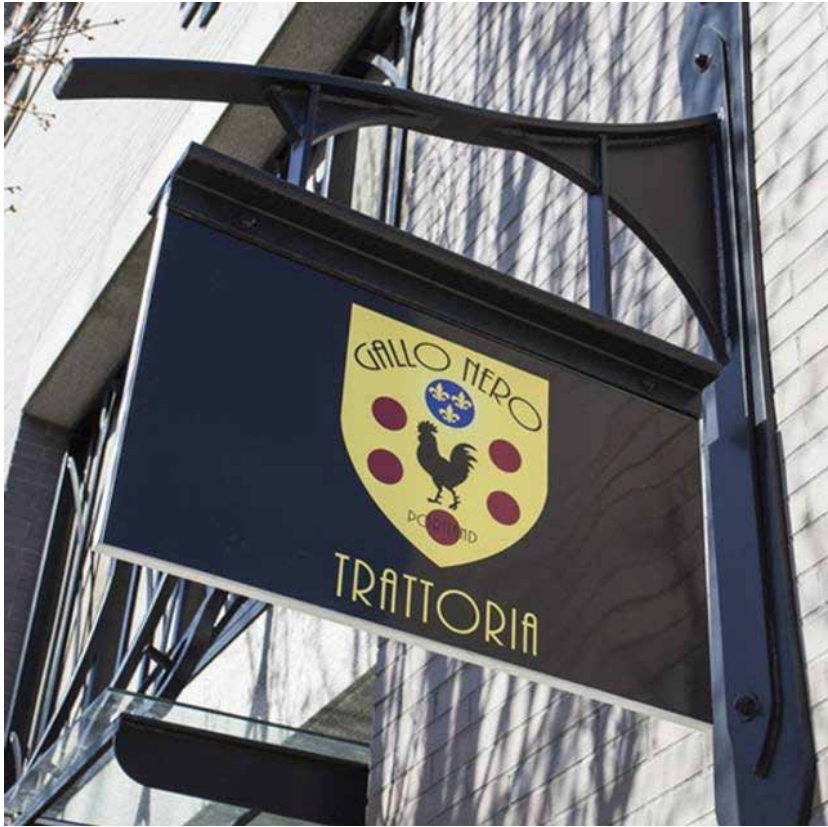








# Trattoria Gallo Nero brings Italian family tradition to the Pearl



Above left: Trattoria Gallo Nero is celebrating 10 years at Northwest Ninth and Everett.  
Above right: Davide Filippini, center, with Trattoria Gallo Nero crew members. He said making a restaurant succeed involves orchestrating a team of professionals to cook consistently delicious food and deliver on time—with a smile—day after day.

By GERRY J. GREEVE

My wife, Margo, and I have spent a lot of time in Italy, so when we step out of our home in the Pearl, we often look for an Italian restaurant. One of the closest is Trattoria Gallo Nero on the corner of Northwest Everett and Ninth. We had a pleasant conversation with the chef/owner Davide Filippini there over lunch on a recent Sunday.

Over a mouthwatering meal of pear ravioli and a salad with roasted shrimp, we talked about his journey, almost 15 years ago, from a village in the Apennine Mountains between Florence and Bologna. Filippini was destined for the restaurant business. His grandparents Lucia and Alfredo and their five children were all involved in the family restaurant, baking and food preparation business in the mountain town of Castiglione dei Pepoli, the castle home of an aristocratic family of Bologna in the 14th century.

As a boy, Filippini was surrounded by the sounds, smells and noises of Tuscani men and women cleaning, slicing, chopping and cooking.

Filippini sometimes played hooky to earn a little money picking mushrooms and truffles for the family enterprises. He chuckles as he remembers late summer shelling nuts by hand and having

to whistle to prove to his uncles that he wasn't eating them: "Try whistling after crunching a few noccioli—can't!"

His aunt Elvira was the "pasta maven." With powerful arms she made the pasta by hand every day, and he credits her motivation to prepare some of the best pasta dishes in the city.

Filippini tried to heed his mother's advice to stay clear of the restaurant business. But after service in the prestigious Italian Alpini Corps (where he competed in biathlon) and working in software development in the Po Valley, the call of the kitchen was too much and he started his first restaurant in the Dolomite Mountains. In 2007, he followed his then wife's job opportunities and moved with their daughter to Portland, where he worked in several of the well-known spots in the Northwest quarter, getting the lay of the land.

In 2012, he founded Gallo Nero, a classic Italian restaurant. It went well. Last March, he doubled the dining space.

The atmosphere is comfortably sleek. Contemporary art from Elizabeth Leach's Gallery hangs on mostly muted colored walls. A cozy area near the kitchen is augmented by comfortable all-weather outdoor seating.

Filippini's menu is innovative. There

# NOBBY NEWS

Vol. 28, No. 7 "News You Can't Always Believe" July 2022

## Dog day afternoon

Among the regulars at the Nob Hill Bar & Grill, there are many skills.

Angie, a dog groomer and puppy trainer, showed up with her dog, Odin, and he was a hit with the crowd. While she was demonstrating how she could get Odin or even their own dogs sit obediently until she gave him the OK to eat, people around them would start making whining noises as if they wanted to be fed.

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July 23, 9am–10am: help pick up litter in our neighborhood; sponsored by SOLVE.  
Check out our website for more info or email [mikayla@nwportlandhostel.com](mailto:mikayla@nwportlandhostel.com).



is a fixed menu that is very robust—30-plus dishes of appetizers, salads, pasta and main courses, plus eight desserts and dolci. In addition, he offers four specials for each seating, changing the mix twice a day, constantly trying all-new specials. He has prepared more than 3,000 concoctions, which he can tabulate because his daughter has computerized them. That's a lot of cooking!

The salads, pastas and specials are all large enough to serve as a main plate. We've had dinners of two salads, two pastas or two specials, always with my share of the bruschetta. Gallo Nero uses as many ingredients as possible from Italy, including a full wheel of parmigiana every month, olive oils and vinegars.

Filippini and his partner, Becca Bohn, live on Southwest 12<sup>th</sup> Avenue just south of Burnside and have become part of the community. We often hear them speaking Italian to

other diners, often after he pulls up a chair for a quick break and chat with friends. When they go out to eat, they frequent Justa Pasta and Kaizen Sushi, some of our favorites as well.

A display of black rooster art, the sign of the Chianti Classico Consorzio, is next to one of the wine racks. There is a full bar, though with a limited selection of cocktails.

With a wine list of 300 different wines—all Italian—Gallo Nero must have one of the largest Italian wine selection in Oregon if not the Pacific Northwest. Filippini says it is a good investment because he's in it for the food and the wine anyway.

Bohn is the certified sommelier at Gallo Nero. Her favorite grape is Sangiovese because of the variety terroir gives to it. She told me three things:

If she had her choice of the wine list she would take the 2015 Brunello

di Montalcino from Donatella Cinelli Colombini,

She went to Lake Oswego High School,

For her birthday in October, she hopes Davide would cook her medagli-  
oni al Pepe Verde.

Filippini says his special wine would be 2017 Quartz Sauvignon Blanc from Cantina Terlan (Alto-Adige), which is also on Gallo Nero's list.

Pressed to name the chefs and restaurants that inspired him, he said his inspiration came from the smells and sounds of the kitchens in which he grew up: the sauces, mushrooms, cheese—everything from pizzas to truffles, the chopping of the local wood for the fires and the memories of his family and friends near Florence.

He said making a restaurant succeed goes beyond good food. It's about

orchestrating his team of 12 professionals to cook consistently delicious food and deliver on time—with a smile—day after day.

At the height of the evening, Filippini is everywhere: tending bar, talking to guests, bringing a few dishes, checking on the cooks.

He is clearly the skipper, but the core crew of Andrew, Becca, Alex, Alfredo, Lilly and the team are "sailing the ship."

It worked for us. At almost 4 p.m., we left with a smile on our well-fed faces.

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# Food News

## High Noon

A new restaurant by the people behind The Picnic House, Barlow Artisanal Bar and Chk Chk is coming to the corner of Southwest 18<sup>th</sup> and Salmon in the new Sawbuck building. Aaron and Jessica Grimmer say High Noon will blend Southwest with Pacific Northwest themes in a large space with a mezzanine and seating for 130. They hope to open by the end of the year.



## Next Level Burger

Next Level Burger, featuring plant-based organic burgers, has opened a location at 1972 W. Burnside St. Matt de Gruyter, who cofounded the business in Bend in 2014, is the CEO. There are seven other locations in Oregon, Washington, California, Texas and New York.

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# Who deserves an award? We're listening.



The **27<sup>th</sup> Annual NW Examiner Community Awards** are coming this fall, and we need your help to make this year's event a success. Please consider nominating someone whose contributions have made the neighborhoods served by the NW Examiner better by identifying and solving problems, bringing people together and inspiring all to do better. Their contributions need not fit a particular category. We are confident you know outstanding service when you see it.

Please fill out and send the form below (or email the information to [allan@nwexaminer.com](mailto:allan@nwexaminer.com)) by July 25, and we will take it from there.

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Judie Dunken  
June Rasch  
Dr. William Toepper  
John Hollister  
Dana Carstensen  
Pippa Arend  
JoZell Johnson  
Friends of Tanner Springs  
Michael Mehaffy

### 2018

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Madeline Gochee  
Mike Street  
Michael Roberts  
Michael Mehaffy  
Jackie Peterson-Loomis  
The Sauvie Island  
Fire Dept  
Judy Margles  
Roger Leachman  
Britta Dietrich  
Zadie Schaffer  
Sam Blackman

### 2017

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John Ellingson  
Burton Francis  
Vicky Hahn  
Karen Karlsson  
Julie Keefe  
Suzanne Lennard  
Judy Margles  
Harris Matarazzo  
Kal Toth  
Ellen Vanderslice  
Kip Waldron  
Norm Zeller

### 2016

Nadya Okamoto  
Scott Schaffer  
Wendy Chung  
John Warner  
Ron Paul  
Chloe Jones-Whitman  
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**Nomination deadline: July 25**

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|--|---|
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Why they should be honored?

Person making nomination

Nominator's phone or email address

Or email this information to [allan@nwexaminer.com](mailto:allan@nwexaminer.com) by July 25





Campsites under the Broadway Bridge have been a concern of Northwest Naito Parkway neighbors since the beginning of the Harbor of Hope Navigation Center, despite promises that perimeter camping and trash would be controlled.



Pearl District Neighborhood Association President Stan Penkin told KOIN 6 News that other camps sanctioned by the city have attracted tents, trash and crime. Discussion regarding the Northwest Naito Parkway site is in its very early stages, he said.



Pedestrians have had to walk into the street to get around dense clusters of tents and trash.

"Proposed homeless" cont'd from page 1

not listening to their concerns as it negotiates with Ryan and other city officials about plans for the village.

Last month, the PDNA board debated for about an hour on whether to hold a public forum on the proposed safe rest village. A motion favoring a forum finally passed, but four members remained unpersuaded and abstained from voting.

PDNA Vice President David Dysert said he has received many emails from residents, and he fears a forum would lead to angry venting and criticism of the association while having little influence on city policy. The result could be critical media coverage casting the neighborhood in a negative light.

"The opponents are highly motivated, and a forum will be dominated by them," Dysert said.

"Holding forums may make it look like we're in charge," he added, an appearance he thinks should be avoided.

He recommended that opponents focus their pressure instead on the city or the owner of the property, Jim Winkler of Winkler Development Corp.

"If this is just another forum for people to complain, there is little benefit."

Dysert agrees with some of the points made by critics of the village. He has little confidence that the city would adequately manage this or any other safe rest village, a conclusion drawn from the experience with the Navigation Center. After thorough community outreach and planning, the oversight process got off to a promising beginning until the advi-

sory group stopped meeting and enforcement of camping and trash around the center broke down.

"GNAs (good neighbor agreements) don't work," he said. "The follow-through falls short even if they are agreed to."

PDNA President Stan Penkin said no decision has been reached by the association.

"We're a long way from approving [the safe rest village site]," he said. "We might oppose it."

No matter what PDNA decides, Penkin emphasized that the city has authority to site the facility as an emergency measure exempt from standard land-use laws or city codes. Nor would it need to have the neighborhood's blessing.

Board member Judie Dunken made the case for holding forums.

"PDNA should recognize the hardship on residents and listen to their concerns," Dunken said.

Any position the association takes should come after sounding out the community and undertaking further deliberation.

Board member Mary Sipe said PDNA has held forums in past years on proposals such as the Navigation Center

**"Holding forums may make it look like we're in charge."**  
**— David Dysert, Pearl District Neighborhood Association board member**

and Fremont Place Apartments, considering pro and con arguments before acting.

"The purpose is to allow expression," Sipe said.

"Our value is in facilitating the conversation with the city," added board member Jim Rice.

Although one or more forums may be coming, organizers of Neighbors 4 Safe Smart Shelters are disappointed that their neighborhood association is so wary of its own constituents. Last month, Waterfront Pearl resident Jim Neice emailed PDNA board members a summary of concerns:

"We are already seeing the transition of homeless encampments from Old Town onto Northwest Naito. We have personally witnessed more intense mental illness, drugs and crime since the sweep from Old Town. And we have seen this play out as the strung-out campers walk from outside Harbor of Hope farther into the Pearl District.

"Because of the very essence of the safe rest village model, one thing is certain: our expanded Pearl community will mirror Old Town and Bud Clark Commons. The same organization that failed at managing and overseeing the Old Town SRV has been hired to manage the one in Multnomah Village.

You've most likely read the article quoting the staff's fears and unmet training requests," Neice warned.

"This village will have no barrier to entry. Pretty much anyone can be accepted, including criminals, drug users and those with mental issues," Waterfront Pearl resident Alberto Santaballa said. "The city is again making promises of how well it will be run and how clean the area around it will be, but after the Harbor of Hope experience, I have zero belief that any of that will be true."

In May, PDNA was one of 11 signatory organizations on a letter to Commissioner Ryan regarding the first safe rest village opened, Queer Affinity Village at 2300 SW Naito Parkway. Support for that facility was conditioned on three points:

- Background checks on village residents to exclude those with violent felony convictions in the past seven years.
- A 1,000-foot buffer zone free of camping, trash and drug dealing.
- An advisory board, including village residents and neighborhood association representatives, to address potential problems.

Ryan did not formally agree to those positions, but his openness at the eleventh hour to consider them was taken as a positive sign by the coalition behind the letter.

Winkler said he is in dialogue with city officials about use of his property and expects to sign a lease soon. ■

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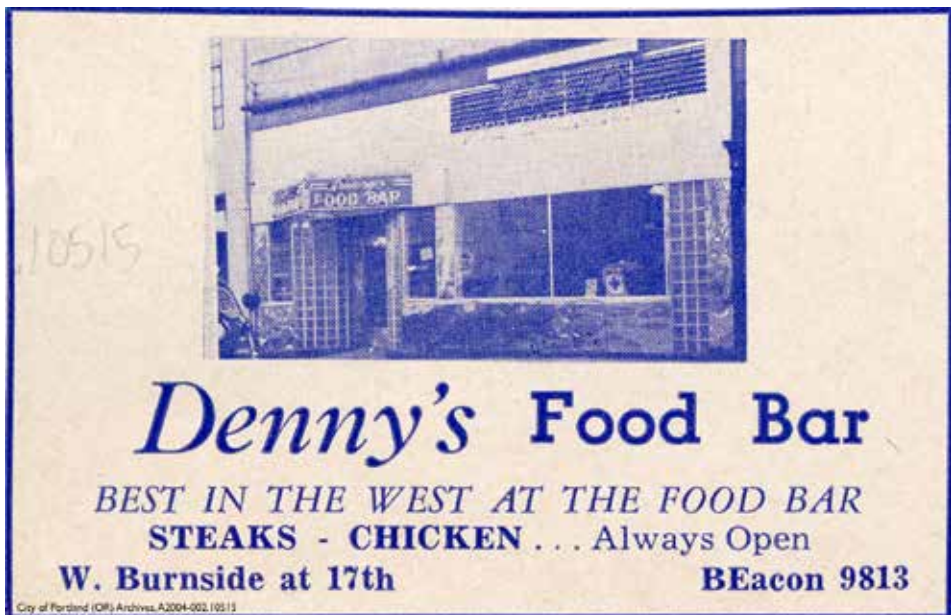


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## Going Back



Advertisement for Denny's Food Bar in 1950. The restaurant was located at 1650 W. Burnside St., the later home of Demetri's Greek Restaurant.  
City of Portland Archives, A2004-002.10515.



The Mixermobile float in Providence Park in preparation for the 1954 Rose Festival Parade.  
City of Portland Archives, A2004-002.7173.



Single-family homes and rooming houses lined Northwest 10th Avenue (looking north) between Irving and Johnson streets in 1925. The large structure on the far right is the back of what is now the Ecotrust building. A portion of the wall on the left, including door openings and steel shutters, still stands at the corner of Johnson Street.  
City of Portland Archives



St. Vincent Hospital on Northwest Westover Road between Glisan and Irving streets, circa 1911.  
City of Portland Archives, A2004-002.7793

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Heavy rains during the annual Cider Summit on June 10-11 turned Fields Park into a muddy mess. Nearly 100 people posted on Nextdoor, most complaining about damage to the turf. Others wrote it off to the vagaries of Portland's spring weather. Far right: Taken two weeks later, shows little lasting damage.



Northwest Portland-based Windermere Real Estate brokers volunteered at the Focus on Youth Sunflower Farm in Garden Home last month for the company's 38th annual Community Service Day. Pearl brokers spent the day creating custom care packages for children's hospitals.



Northwest Cornell Road finally opened June 17, nearly eight months after it was closed for repairs to the Cornell Road Tunnels. The tunnels were built by the Works Progress Administration in 1940 and 1941. The repairs were necessitated by a large crack near the crown inside the western tunnel that was discovered in 2019.



A fallen tree brought down power lines across Highway 30 near the St. Johns Bridge last month, closing the highway in both directions for more than an hour. The tree also crashed through the roof of an adjacent home, narrowly missing a man inside. Record rainfall of .81 inches on June 10 set a city record for that date.



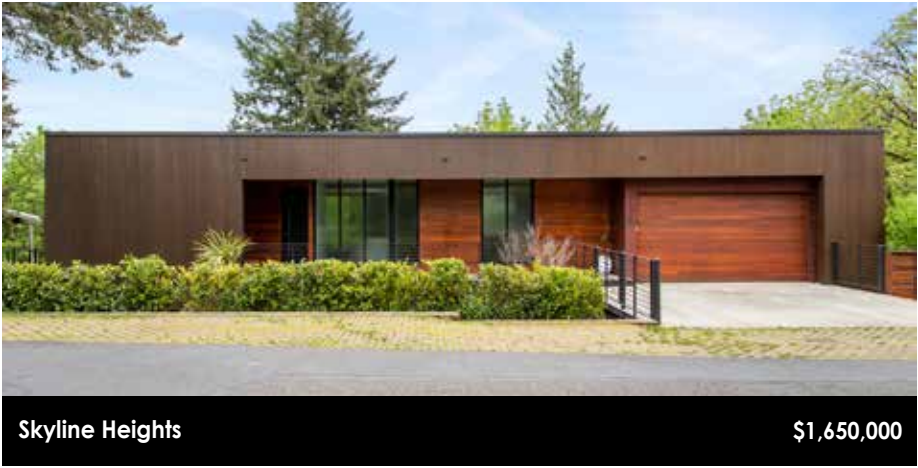
We Heart Portland weekly cleanups along Interstate 405 since April have resulted in a reduction from 45 to seven tents between Northwest 14th, 16th, Glisan and Burnside streets. Kevin Dahlgren, who manages the project, said 23 homeless people have found housing since April. Volunteers are also spreading mulch along medians to prepare the soil for fall plantings.







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The Kendall Bergstrom Team 971.356.6085



1,022 SF • 1 BD • 1 BA | ML# 22550778  
Jason Cassell 503.953.5444 | Bob Harrington 503.913.1296



1,261 SF • 3 BD • 2 BA | ML# 22199740  
Jon Ziegler 503.893.9781 | Josh Gainer 503.805.3600



1,496 SF • 2 BD • 2 ½ BA | ML# 22215408  
Jessica Corcoran 503.953.3947 | Kim Williams 503.502.3573



2,002 SF • 3 BD • 2 BA | ML# 22055111  
Jon Ziegler 503.893.9781 | Josh Gainer 503.805.3600



1,202 SF • 3 BD • 2 BA | ML# 22494544  
Brian Budke 503.310.5252 | Harrison Whitmarsh 503.432.5556



702 SF • 2 BD • 1 BA | ML# 22648031  
Ginger Gregory 503.333.1390 | Nicole Jochum 503.894.6650



1,358 SF • 3 BD • 2 BA | ML# 22138458  
Dave Shuster 503.504.3283 | Nicole Jochum 503.894.6650



1,267 SF • 2 Primary Suites • 2.5 BA | ML# 22449281  
Lauren Sinha 503.705.8636 | Kate Mitchell 503.318.4800



1,124 SF • 2 BD • 1 BA | ML# 22018552  
Ryan Garrick 971.506.6942 | Eli Cotham 971.380.1363



707 SF • 1 BD • 1 BA | ML# 22401161  
Bob Harrington 503.913.1296 | Jason Cassell 503.953.5444



620 SF • 1 BD • 1 BA | ML# 22195371  
Bob Harrington 503.913.1296 | Jason Cassell 503.953.5444



596 SF • 1 BD • 1 BA | ML# 22041666  
Lee Davies | Kristie La Chance | 503.468.3660