

“Digging deep,
Shining a light”

INSIDE

27th Annual Community Awards night

Honoring Tiffany Hammer, Chuck Duffy, Aubrey Russell, Ken Unkeles, Sally Mize,
Stephen Kafoury, We Heart Portland, Bob Weinstein, Larry Kojaku , Bill Welch

Saturday, Oct. 15, 6 p.m., Redfox Commons, 2638 NW Wilson St., complimentary food & beverages. See p. 11

OCTOBER 2022/ VOLUME 36, NO.2

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



Portland firefighters survey the section of Fire Lane 1 where an ATV rolled down the embankment during a patrol assignment. Portland Fire & Rescue photo

Forest Park fire flaw

What if the fire fighters fall off the trail and can't get there?

BY ALLAN CLASSEN

Forest fires scorch the American West every summer, but the fate of a particular forest incites the imaginations of Portlanders. Many are anxious that a single spark could set their beloved 5,200-acre Forest Park ablaze.

The public has gotten limited explanation of how such a fire might start, how it would be fought or whether local agencies are up to the challenge. Media reports have encouraged residents to participate in FireWise trainings and remove combustibles from around their homes. Portland Fire & Rescue's public outreach has projected the impression of preparedness for the unthinkable yet perhaps inevitable fire of the future.

After more than a year of research and the acquisition of public records from two agencies, the NW Examiner has learned that something maddeningly simple may be the weak link in containing a major fire. An uneven park trail may trip up emergency response before it reaches the danger zone.

Fire Lane 1 is the spine of fire protection in the park, running a mile along the base of the hills near

U.S. Highway 30. It is the entry point from which all-terrain vehicles reach the other fire lanes and paths throughout the park. It has not only been the entry point but the destination of five of the six fire responses in the park since 2015.

Since 2020, at least three ATVs have rolled over along this fire lane. One was damaged beyond repair as it flipped over and slid down steep embankments. At least one firefighter has been injured, though none seriously.

After two campsite fires got out of control the night of April 12-13, 2021, one resulting in the rollover of a responding ATV, parks staff began digging into the problem.

According to PF&R records, response to a 50-foot-by-150-foot wildland fire “from a homeless camp” was made complicated because Fire Lane 1 provided “no access for fire crews to the area.”

About an hour later, a brush and tree fire erupted “about 500 yards from the previous fire. Again, there was difficulty accessing the fire in steep terrain and the fire lane was unable to be used.”

Cont'd on page 6



Fire Lane 1, which is supposed to be wide enough for a pickup, is constricted in points less than 4 feet. Portland Fire & Rescue photo

Two sides of the Pearl



Bruce Stephenson (left) and Bruce Johnson, who simultaneously wrote well-researched books on the Pearl District without running into each other, enact the blind men and the elephant fable at the bronze elephant in the North Park Blocks. Photo by Wesley Mahan

BY ALLAN CLASSEN

Two local authors with deep connections to the Pearl District have written books about their favorite neighborhood recently.

Bruce Johnson, an architect and small-scale developer who was “there at the beginning” of the district’s transformation in the 1980s, published “The Pearl District: Placemaking From the Ground Up” this summer.

Bruce Stephenson, an environmental studies professor at Rollins College who moved to the Pearl District in 2015, released “Portland’s Good Life: Sustainability and Hope in an American City,” last year.

The two Bruces may have met in the past decade, but neither is sure about that. Johnson did not know of Stephenson’s book

until interviewed for this story. Although each spent about five years interviewing more than 100 of the same people, studying the same places within a half-square-mile of the city, somehow they slipped past each other at every opportunity. As in the proverbial account of the blind men and the elephant, they took in different aspects of the same subject.

“Portland’s Good Life”

Stephenson’s book is academic, with voluminous footnotes at the end of each chapter. The bibliography runs 25 pages.

The book starts with the origins of cities and reviews urban patterns through history. He identified broad themes at play in the Pearl, drawing on urban planning history and particularly Lewis Mumford, the histori-

Cont'd on page 12

THERE IS NO BOO-GYMAN — JUST THE GHOST OF ARCHITECTURE PAST
Immaculate Restoration of a Victorian Duplex in Lair Hill



2737 SW 1st Avenue

Is it 1894 or 2022? Lovingly restored with all today's amenities, but with a tip of a hat to the essence of Victoriana. Two flats make the home perfect for an owner-occupied duplex with off-street parking and a shared patio surrounded by mature plantings. Each unit is flavored with natural wood trim; wainscoting and fir flooring is highlighted by light walls and big, sunny windows. Stained glass sparkles over windows and doors, ornate millwork frames built-ins and banisters and an updated kitchen finished in a period feel makes this home a dream come true for a historian or Victorian lover. Lair Hill area means close to downtown with biking, walking and bus line access.

2 units, 1,033 Sq. Ft. each with 2 bedrooms and one full bath, 2 off-street parking places. RMLS #22696966 \$770,000.

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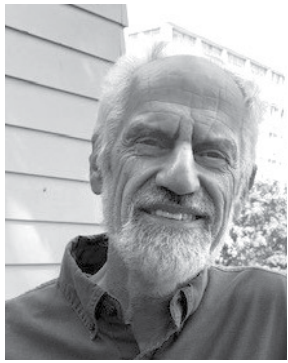

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Hotel Charter Reform: Incumbents never leave

“Isn’t the conductor asleep?”

“It’s OK, he’s just a tie-breaker.”

I have never before devoted three consecutive columns to the same subject, yet here I am writing again about Portland’s charter reform measure, which is not even a strictly neighborhood issue.

I remain focused on this ballot measure because it would dramatically undercut authentic grass-roots democracy in form, function and philosophy. While local neighborhood associations would be particularly affected, the ramifications would cut deep into every level of our city.

Nothing reflecting this magnitude was squarely addressed by the Charter Commission that drafted it, and therefore media coverage and public understanding of the proposal has often been boiled down to a few cliches and memes that hide the stakes.

Creators of the Nov. 8 ballot measure embodied zero-sum thinking: that for any group of citizens to get their “fair share” of political power they have to wrest it from those who hold too much power. “Traditionally underserved” groups—who by definition are in the minority—cannot gain political power in a system of majority rule if one assumes that all sectors vote according to their identity or demographic groups.

This approach opposes classical liberal and democratic theory, in which debate and compromise seek the best result for all and where differences in race or creed are things to overcome rather than wedges to divide us.

Many feel that replacing our antiquated commission form of government is so paramount that any alternative would be preferable, and the sooner it can be accomplished the better. Few get into the weeds about the exact mechanisms of the ballot measure, but many assume imperfections can be amended later.

I disagree with that optimistic assumption. This charter would entrench interest groups and partisan cells in a way that would later block reform. After 109 years and seven failed referendums,



some think changing our commission form was nearly insurmountable. The new system could be even more difficult to amend.

This proposal includes three-member voting districts in which gaining 25 percent of the vote could be sufficient to win a seat. Incumbents always having a huge advantage over newcomers in local races, they could easily finish in the top three in their district, even if unpopular, holding office perennially.

That was the assessment of Terry Harris, who moved to Portland from Baltimore, which had such a system until 2002.

“Making getting someone in easy makes getting someone out hard,” said Harris,

who warned the Portland Charter Commission repeatedly to no avail about his experience with multi-member districts.

Incumbents who could not be elected in any other system would fight mightily to preserve their only path to power. Twelve commissioners, their staffs and groups benefiting from zero-sum conflict could raise a powerful “army” to oppose further amendment.

Rejecting the charter measure on Nov. 8 need not delay reform. A majority of City Council appears open to putting a straightforward restructuring on the ballot next year, and it could be in place by 2024, the same year the Charter Commission’s version is set to go into effect. The commission’s version is so

complex, in fact, that it may take considerably longer to enact. There is no need to rush toward a risky or little-understood solution.

The proposal before us in November was designed to allow the widest possible range of voices to be heard. The best hope that such a choir of disjointed, untrained voices would harmonize for the good of the city is through strong leadership, and that element has been written out of this proposal. The mayor would be allowed to vote only in cases of a tie. A city crying out for leadership and competence would have the weakest mayor—or conductor, if you will—imaginable. This is a plan for cacophony, not common purpose. ■

Readers Reply

Work with citizens

It’s too bad that the geniuses at the Oregon Department of Transportation can’t figure out a way to work with We Heart Portland and neighborhood associations instead of against them [“Which scene is unsafe?” October 2022]

If there’s any hope for this city, it’s for individuals and organizations to band together to make a positive

difference. It is not to keep telling us why we can’t accomplish great things.

I travel past the intersection at 14th and West Burnside at least three days a week. Before We Heart, the city would do sweeps there and before too long, the campers would always return.

I couldn’t believe it when I saw the corner was cleaned up, bark dust was put down, signs were posted to keep out AND it actually worked. The campers did not return.

Several days later, the signs were down, then the stakes removed. Then I saw your article explaining what had happened. I haven’t been past that corner in a couple of weeks now, but I am expecting the worst. Thank you, ODOT, for implementing a plan that does not work.

Mel Hart
SW Fifth Ave.

Cont’d on page 5

Paul Duchene



Paul Scott Duchene, who lived in the Northwest District about 10 years, died Sept. 4 after an accidental fall at age 74. He was born July 29, 1948, in Beckenham,

England. He was educated in England, where he worked as a journalist for several publications. After moving to the United States, he worked at the Tri-City Herald in Washington for 10 years and for 20 years at The Oregonian, where he was the automotive editor and helped create the A&E arts section. He also worked at the Portland Tribune, KPAM radio and Sports Car Market magazine. He had been writing for Hagerty's Driver's Club Magazine since 2009. He is survived by his wife, Sherry Lamoreaux; brother, Philippe; sister, Elise Way; children, Eleanor Duchene Sivertsen, Stewart Duchene, and Nathan Samuel Duchene; and former wives, Carol Ann Moore, Julia Anderson and Jenny Duchene.

John 'Mike' Garvey



John Michael Garvey, a former Northwest Portland resident and business owner, died Aug. 8 of prostate cancer at age 68. Garvey was born Nov. 9, 1953, in Portland. He

grew up in Southwest Portland and graduated from Wilson High School. He joined the Portland Police Bureau in 1977 as a radio dispatcher and rose to Central Precinct commander before retiring 2005. He was the bureau's first openly gay male officer. He lived in the Northwest District for many years and later in the Pearl District. He brief owned a sports apparel shop on Northwest 23rd Avenue. After retirement, he became a real estate broker. He and life

partner Randy Gale moved to Washington, D.C., and then to Redwood City, Calif. He was president of JUSTIS, a nonprofit benefiting families of fallen officers. He is survived by his sisters, Ann Schray and Mary Garvey; and brothers, Tony and Mark. A celebration of life will be held Wednesday, Oct. 12, 4-6 p.m., at Portland Golf Club, 5900 SW Scholls Ferry Road.

Bobby Weinstock

Bobby Weinstock, a Northwest Portland resident since 1980, died Aug 31 of cancer at age 68. Weinstock was born May 5, 1954, in Philadelphia. He studied psychology at Clark University in Worcester, Mass., and as a graduate student at Emory University in Atlanta. In 1980, he moved to Portland, where he worked in social services for 40 years. He worked at Northwest Pilot Project since 1989, advocating for affordable housing. He is survived by his wife, Ann Augustine; sister, Sue; and brother, Richard. A celebration of life will be held Sunday, Oct. 23, 1 p.m., at the Aladdin Theater, 3017 SE Milwaukie Ave.

Natalie Ettlin



Natalie Ettlin, a longtime resident of Northwest Thurman Street, died Aug. 30 at age 93. Natalie Griffiths was born April 23, 1929, in Portland. She attended Russell-

ville Grade School, graduated from Gresham High School in 1947 and received bachelor's and master's degrees from Portland State University in 1965 and 1972. She worked as a certified high school counselor for 24 years. She married Alois O. Ettlin in 1948, and they raised seven sons. They also adopted four children and had several foster children. She volunteered at the Francis Center for many years. She was prede-

ceased by her husband, Alois; sons, Peter, Michael, Karl, Erik and Mark; brother, Lauren Griffiths. She is survived by her sons, Hans, Kurt and Rex; 10 grandchildren; and seven great-grandchildren.

Frederica 'Fritzi' Frager



Frederica Margaret Frager, a longtime resident of Northwest Portland, died Sept. 14 at age 79. Frederica Schultze was born April 13, 1943, in Chicago, and as a

young child moved to Portland, where she attended Chapman Grade School and Lincoln High School, graduating in 1961. She graduated from Portland State University with a degree in education. She was a teacher and later worked for Service Bureau Corp. She attended the First Unitarian Church for more than 20 years. She married Floyd Wittman and had two children, Emily and Paul. After her divorce, she married Larry Frager in 1980. They had two children, Neil and Christopher.

Patrick A. Graneto

Patrick A. Graneto, a longtime Cedar Mill resident, died Aug. 5 after suffering a heart attack at age 84. He was born in Brooklyn, N.Y., on May 27, 1938. He graduated from The Citadel military college in Charleston, S.C. He worked in the garment industry in New York, becoming a retail buyer for the Lane Bryant apparel chain. He joined Meier & Frank Co., which transferred him to Portland, and he later became a lumber broker for Brojack Lumber Co. in Pennsylvania. He coached the Milltown Soccer Club and directed a Y Indian Guides chapter in the Beaverton area. He married Dorothy "Katie" Sonnemann in 1963. He is survived by his wife, Katie; sons, Todd and Douglas; and three grandchildren.

Dr. Nick Drakos

Nick Drakos, a Northwest Portland resident since 1990, died Aug. 1 at age 73. He was born in Toledo, Ohio, on Sept. 17, 1948. He graduated with a degree in philosophy from the University of Wisconsin. He received a medical degree from the University of Cincinnati in 1979 and a degree in psychiatry from the University of Louisville in 1987. He was director of community psychiatry at Life Spring Community Mental Health in Jeffersonville, Ind., for 28 years. He moved in 1989 to Portland, where he practiced psychiatry at the Garlington Center, Clackamas County Mental Health and the Native American Rehabilitation Association before retiring in 2015. He is survived by his partner of 37 years, Carole Morse; her son, Geoffrey Verderosa; sister, Elaine; and brothers David and Paul.

Death Notices

WILLIAM C. LAWRENCE III, 88, 1951 graduate of Lincoln High School.

PETER BRIX, 86, member of Arlington Club and Multnomah Athletic Club.

WILLIAM PERRIN, 56, attended Ainsworth Elementary School.

SHARON BEALL, 83, attended Lincoln High School.

JOHN HOWARD, 96, member of Trinity Episcopal Cathedral.

ANDREA LINEA HALLIN, 66, Northwest Portland resident.

DONALD YORK, 91, taught at Lincoln High School.

RICHARD KELLER, 93, member of Multnomah Athletic Club and Arlington Club.

RONALD SCHULTZ, 68, grew up on Northwest Springville Road.

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Readers Reply *continued from page 3*



Get out of the way

It always amazes me that city and state agencies don't want to do the work, but when someone else steps in and accomplishes something, they want to critique the work that is done. It's time for city and state governments to get out of the way of progress.

Thank you, Allan Classen: great story.
Char Pennie
SE 105th Ave.

Ludicrous position

ODOT's position on fences is ludicrous. I try not to drive across Portland, but over the past three years I have had people from homeless camps suddenly run across the freeway in front of my car four times: once where the Interstate 405 turns 90 degrees to enter the tunnel, once on an east side on ramp to the Fremont Bridge; once on the 90 degree turn from Oregon 217 to Barnes Road; and lastly, a few weeks ago, amidst a lot of traffic, a man in an apparent mental crisis was walking in the middle of four lanes where Interstate 84 turns into Interstate 5.

I thought that Mayor Ted Wheeler had proclaimed that no homeless camps would be allowed on the verges of free-ways.

Joane Forsstrom
NW Big Fir Court

Thanks for memories


Thank you so much for writing about Elysian Garden ["No going back," August 2022]. I had some very happy times there. It certainly was a lovely community.

It was great to see the photos of the interesting old characters. (I don't know where you got my witch pictures.)


When I moved in there was a young married couple who were producing a newspaper. I can't remember the name of the paper, do you know?

Judith Ford
NW Northrup St.


Editor's note: The couple included Mary Korloff, the last publisher of *The Neighbor*. *The Neighbor* was founded in 1975 by Bud Clark and was published until about 1997.

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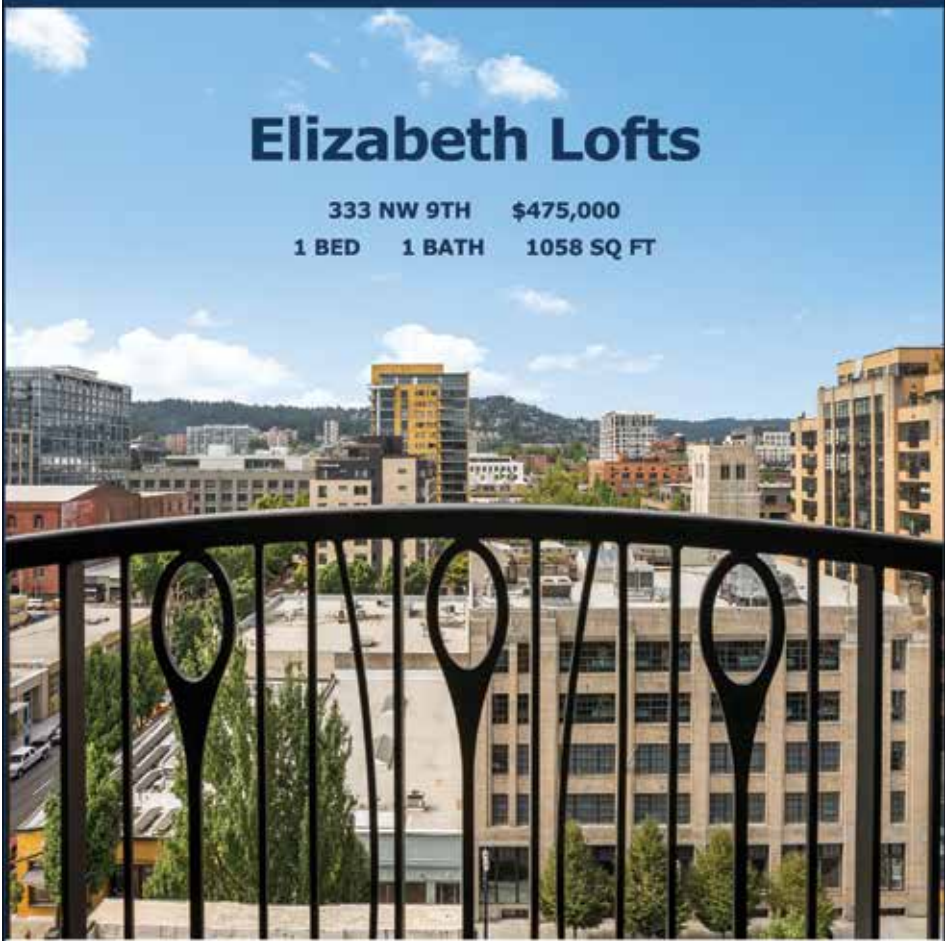
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Fire Lane 1 climbs steeply from the new Forest Park entry at Northwest St. Helens Road and Kittridge Avenue and extends about a mile before connecting to the park's trail system. Portland Fire & Rescue image



A fire burned an area described as about 50 feet by 150 feet near Fire Lane 1 last year. Portland Fire & Rescue photo

“This is the third time they have lost an ATV over the edge of Fire Lane 1 in the past year”
– Kentra Petersen-Morgan, Portland Parks & Recreation supervisor

“Forest Park Fire” cont'd from page 1

Notably, fire department records provided to the Examiner do not mention the rollover. When questioned, PP&R Public Education Officer Kim Kosmas revealed that there were “no injuries, minimal ATV damage” from the accident. She did not mention an email in which she wrote that the rollovers do not include “several near misses” on the lower section of Fire Lane 1.

Portland Parks & Recreation was more forthright about the breadth of the problem. “I spoke to several members of Portland Fire & Rescue who reached out to share their concern with me today,” PP&R Natural Areas Supervisor Kendra Petersen-Morgan wrote in an email on April 13, 2021.

“Eric Pedersen, battalion chief, contacted me to share that they rolled an ATV off Fire Lane 1 last night in the dark while responding to the fire. Fortunately, no one was injured, but he stated that PF&R will no longer patrol this area during fire season as it is not safe for them to do so. The road is narrowed in multiple locations due to erosion and from unaddressed landslides and surface runoff from a lack of culverts.

“They have identified this safety concern to us for years, and we have not had the resources to address it. This is the third time they have lost an ATV over the edge of Fire Lane 1 in the past year. They will continue to respond to fire in the area but cannot include Fire Lane 1 in their regular patrols.”

The alert ignited cooperation between the two bureaus.

PF&R Policy Advisor Aaron Johnson emailed the bureau’s community connect manager, Karly Edwards, “Whatever you can do to help in getting parks to improve access to Forest Park would be a huge help. ... Parks is aware of our

needs, but it sounds like they’re rather low on their list of priorities.

Edwards then emailed Derek Bradley, the policy advisor to Fire Commissioner Jo Ann Hardesty.

“Would you mind communicating with Commissioner [Carmen] Rubio’s office [about] fire’s concerns? We recently had a firefighter injured because the fire lanes in Forest Park are in desperate need of maintenance. Anything they can do to help lift this issue as a priority would be much appreciated.”

Later that month, parks crews cleared brush along the fire lane. In May, fire and parks bureau staff walked the fire lane and documented the corrective action needed. Ten sites along the fire lane where there was not at least four feet of clearance, the minimum clearance required by ATVs. (The minimum standard for graveled fire lanes is 12 feet, according to the Forest Park Natural Resources Management Plan.)

“The above work is a short-term solution to get better access this summer,” wrote Robin Laughlin, capital renovations manager for PP&R.

Ultimately, Laughlin recommended a much larger project to build a 12-foot-wide stable road bed to accommodate brush trucks, estimated to cost \$2.4 million.

PP&R went for the short-term fix, contracting with T Edge Construction Inc. for \$23,000 to clear and level the lane for ATV access. The work was done that June.

Petersen-Morgan was thrilled with the progress.

“This is an example of what we can do when we work together,” she wrote to her bureau colleagues. “The transformation on the site is significant and will be long-lasting, improving not only fire access but also the recreation experience.

“Our team has been struggling with

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Above: Fire Lane 1 hugs a hillside that has steep drop-offs, and it narrows to less than 4 feet in places. Portland Fire & Rescue photo



this site for years and has not had the tools and resources to make the improvements that were necessary,” she reminded.

On June 10, Laughlin added, “We walked Fire Lane 1 with PF&R today and they are very happy with the change and feel they can get safe ATV access for the upcoming fire season.”

Or not.

According to emails from Kosmas, on Aug. 18 there was another rollover on the supposedly fixed fire lane. PF&R Safety Chief John Deer told the Examiner the driver was patrolling in an ATV when he should have been on foot in keeping with the department policy declared after the April fires. Asked why another accident would happen in a low-stress situation on a recently reconstructed fire lane, he speculated that perhaps the lane had degraded in the intervening month.

But late last month, Kosmas said the incident date she provided earlier was incorrect, and the accident actually happened on Aug. 18, 2020,

long before the repair work.

Johnson promised to provide records to verify the earlier date, but he required a formal records request that was not fulfilled in time for this edition of the Examiner.

As for the more permanent work to make Fire Lane 1 adequate for not only ATVs but fire trucks, that may be a longer wait.

“Portland Parks & Recreation has been working on a capital improvement project along Fire Lane 1 at the new Forest Park entrance since 2021 to improve drainage and connect it to the new parking area,” said Mark Ross, spokesperson for PP&R.

There is no schedule for the prospective bond measure.

No repairs to severe ruts or obscured drop-offs at the trail’s edge made in the past year were evident on a walk of the fire lane Sept. 25. ■

COMMENT ON NWEXAMINER.COM
or email: allan@nwexaminer.com

Homeless camps at center for fire danger in Forest Park

A flash of lightning or downed power line could start a fire in Forest Park. But recent experience indicates humans are the most likely cause.

Of eight fires responses in the park reported by Portland Parks & Recreation from 2015-2021 (some not involving a response from Portland Fire & Rescue), three were associated with homeless encampments. All appeared to be set intentionally by unknown sources and most were in the vicinity of Fire Lane 1.

Two brush fires in close proximity were set the night of April 12-13, 2021. The first one scorched an area about 200 feet wide and “originated from a houseless camp in the area,” according to Portland Parks & Recreation Natural Areas Supervisor Kendra Petersen-Morgan.

A railroad worker saw the flames and called the fire department, Petersen-Morgan wrote in an email.

About an hour later, a second brush and tree fire erupted “about 500 yards from the previous fire.” Again, firefighters extinguished the fire but were unable to determine its cause, as no witnesses were on the scene.

“I am very concerned that we are already having fires on site before fire season has begun,” Petersen-Morgan wrote in an email the following day.

Her immediate reaction was assuring that “park rangers will provide follow-up patrols to this area and work with HUCIRP [Homeless and Urban Camping Impact Reduction Program] about cleanup of debris.”

In June, she wrote that the area had “high fire risk, given the vegetation composition, slope, aspect and also potential fire sources from camping in the area.”

The last factor seemed to trouble her the most.

“Unfortunately, a rather large group of campers stayed on site and has been there for over a year in this location. They have multiple structures that are readily visible from Highway 30,” Petersen-Morgan wrote.

“I understand the city’s approach to camping right now ... [but] I believe we received a call to action from these fires last night in Forest Park. I would like to request that we have a no-tolerance policy for camping in this high-fire risk zone for the health of people (housed and unhoused) and the park.

“I am deeply worried about the health and well-being of the individuals living in this high fire risk area. I am deeply worried about the future of Forest Park,” she concluded.

In July, PP&R staff and contractors set about repairing and clearing the nearby fire lane, but were stalled for a month by the presence of an “aggressive camper ... in the area of Fire Lane 1 who has a machete who is refusing to leave. ... Rangers have had multiple contacts with this person,” according to Petersen-Morgan. “We have several obligations in this area, which have been deferred due to the potential risk associated with this camper.”

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Above: The front door of Bethany's Table declares it is a "neighborhood freestyle bistro."

Right: Clams are on the extensive seafood menu.

Photos Gerry J. Greeve



Rustic roots lead to

Four-generation Bethany's Table makes international statement

BY GERRY J. GREEVE

Bethany's Table chef/owner Janet O'Connor was raised in the hills of the southern Willamette Valley, milking goats and plucking ducks near Dancing Deer Mountain outside the village of Cheshire, population 329. A trip to Paris with her father when she was 17 stirred her passions for all things European. That led to training at Le Cordon Bleu and time in Switzerland.

O'Connor remembers dining on a risotto with milk-braised pork in a village near Verona, Italy, in a tiny restaurant with a single waiter who spoke no English. She still calls it her favorite meal.

O'Connor brought her pan-European culinary experience back to Oregon, where she worked at several of Portland's best-known restaurants before opening her restaurant in Bethany's commercial core.

She has plenty of support. Her husband, David Bowles, can seemingly solve any problem, whether business,

mechanical, structural or technical. When Bethany's Table opened, they were cooking on an electric griddle. He carried out a complete renovation of the kitchen last month. He also brought a recipe for naturally fermented David's Bread, something he picked up at San Francisco's Tartine Bakery.

The restaurant is now a four-generation family affair, daughters and sons cooking or working, baby grandchildren providing some laughs and Dad pitching in washing dishes from time to time.

On a recent visit with my wife, Margo, we kicked off our evening with their "board menu" — appetizers including chicken mousse, duck rillettes, pistachio pate, cheeses, sausages, jams and homemade pickled vegetables on a large cutting board with crackers and bruschetta.

The restaurant has several separated eating areas, lending to a calm atmosphere without crowding. Wine racks and a wine cellar mural lend a feel of timeless European dining to a relatively new building. There are plenty of



Chef/owner Janet O'Connor relishes her time "on the line."

NOBBY NEWS

Vol. 28, No.10

"News You Can't Always Believe"

October 2022

Omen or quackery?

It was a pleasant morning at the Nob Hill Bar & Grill. Greg, full-time fill-in fry cook and taco folder, was manning the grill when something caught his eye on the melted butter dish. It seemed the surface of the heated butter had swirled into the shape of a duck!

Everyone knows Nobbys is a duck bar, with no bigger fan than Greg.

Greg was frightened. His poor betting record was legendary. Was this a good omen for the U of O or a sinister warning?

Throwing caution to the wind, Greg reached for the phone and put another \$20 on his beloved Ducks!

Time will tell if this was a vagary of warming butter or just sheer quackery.



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Europe and back



Finishing touches are applied to a dish of Chicken Marsala.

seats on the surrounding covered deck.

A “marketplace” section evokes the feel of a French market café. One can purchase soups or dishes and breads to bake at home. On a recent visit, six flavors of soups—including carrot ginger, Italian sausage and orzo, potato leek, and chicken and mushroom—were available. There are sauces, pastas and full meals, such as brisket macaroni and cheese.

The menu has an international slant: Brie or homemade burrata cheese with local nuts and fruits, grilled Mexican corn, hearty New York steak smothered in mushrooms and fried onions and multiple fresh fish brought in daily.

We were captivated by a number of standout items from Spain and Italy: Chicken Marsala was a deliciously tender breast floating on a rich, deep-browned, porcini mushroom wine sauce. It has hints of nuts and dried fruit from the Sicilian Marsala.

On days when paella is a special, you will be greeted with a cornucopia

of saffron rice potentially topped with mussels, clams, octopus, peppers, cherry tomatoes, chicken, chorizo and more.

For dessert, try butterscotch pudding with peanut brittle or perhaps homemade ice cream.

O’Connor is proud of her Bolognese sauce, a preparation learned in a school in Bologna. She also loves a simple roasted chicken. For a special dinner, she would start with a caprese salad, then a juicy ribeye with no sauce, mashed fingerling potatoes, asparagus and corn on the cob.

The impressive 21-page wine list features choices from France, Italy and Northwest regions. Wines by the glass include a light and flavorful nero d’avola red and a rich, complex dry catarratto, both from Sicily.

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NW PORTLAND / PEARL DISTRICT DEVELOPMENT MAP

NORTHWEST NEIGHBORHOOD CULTURAL CENTER

A design-advice session regarding the Northwest Neighborhood Cultural Center property at 1819 NW Everett St., will be held Monday, Oct. 10, at 1:30 p.m., on-line. Founders Development Co. of Las Vegas intends to remodel the national landmark and build a hotel on the quarter-block parking lot. A link to the meeting will be available at portland.gov/bds/landmarks.



RIVERPLACE

Design advice has been requested for the first phase of the RiverPlace Master Plan. The project would include a 30-story tower with 385 residential units on the site of the former RiverPlace Athletic Club at South Montgomery Street and Harbor Way.



MEIER MANSION

Multnomah Athletic Club has requested approval to demolish the 1900 Meier Mansion at 852 SW 21st Ave., which was last occupied in about 2007 by Plainfields Mayur Indian restaurant. A 120-day demolition delay is required due to the building's classification as a Rank III historic resource. There are no plans for the site, but the structure has been described as an attractive nuisance.



PRESS BLOCKS

The second of The Oregonian's printing buildings on a block bordered by Southwest 16th, 17th, Yamhill and Taylor is being demolished in preparation for the next element of the Press Blocks complex. Earlier plans announced in 2017 called for a 23-story tower with 337 residential units on this block.



THE PHILIP

The earlier proposal for a 23-story tower on the Honeyman Hardware block has been scaled down to 11 floors and 199 living units. The rescaling was dictated by the Historic Landmarks Commission to preserve the Bindery Building and the developers' goal of maximizing structured parking. The Pearl District Neighborhood Association bemoaned the changes as eliminating nearly 100 needed housing units while over-accommodating auto use.



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

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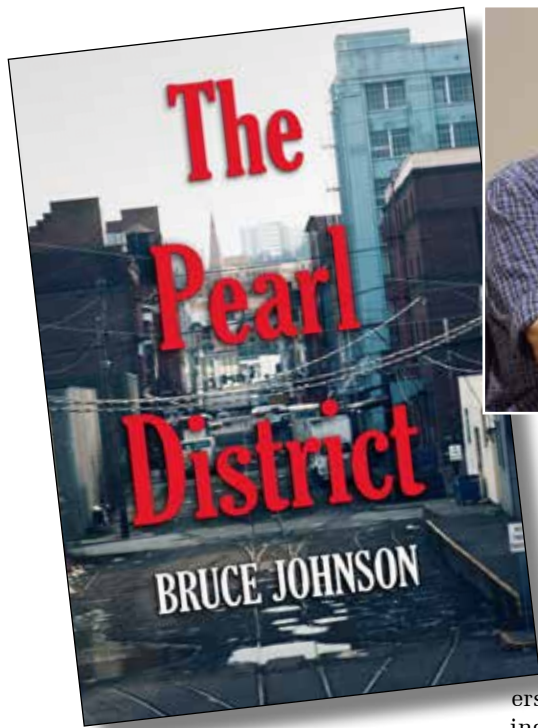
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Bruce Johnson "was there at the beginning" of the Pearl District's transformation. His cover photo shows a deeply rutted, unpaved 13th Avenue.

"Two sides" cont'd from page 1

an, urbanist and writer from New York who produced a general plan for the Portland region in 1939.

The preface is titled "Utopian Hope for a Dystopian Time," noting the onset of COVID in June 2020 when his research wrapped up.

He invokes utopia as "a good concept to measure reality," not because he believes it has been attained in the Pearl. Still, he feels Portland has come closer to the ideal than most American cities, while providing a model for places such as Orlando, Fla., his former home, which has built a streetcar and fostered development patterns similar to those of the Pearl.

Stephenson praises the Pearl's achievements in mobility "so an automobile is a luxury, not a necessity." He

also devoted chapters to its leadership in affordable housing, preserving nature (notably in Tanner Springs Park) and the fostering of community connections and civic engagement.

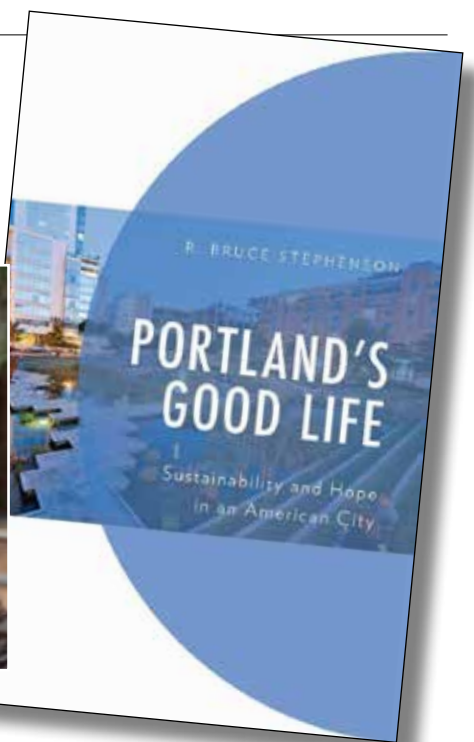
At Portland's core—and the Pearl in particular—pursuit of "the public good is foremost here," he said.

Stephenson fully embedded himself in the life and lifestyle of the Pearl, selling his car, getting rid of his television and walking miles daily in his adopted homeland. He serves on the Pearl District Neighborhood Association's Planning and Transportation Committee and volunteered for years with Friends of Tanner Springs Park.

In the pages, his enthusiasm for his neighborhood association gushes:

"Articulate and well-versed in the neighborhood's design guidelines, committee members consistently look for win-win solutions to ensure projects not only fit into the neighborhood, but that they enhance its livability—especially in regard to the pedestrian realm."

Bruce Stephenson moved to the Pearl in 2015 to learn firsthand what made this nationally known district special.



While that committee's leaders have indeed cooperated with developers toward "win-win" outcomes, residents of the district and the association have on occasion mobilized in large numbers against unwanted development, most recently the proposed safe rest village on Northwest Naito Parkway.

Stephenson acknowledges the Pearl's current struggle with homeless encampments and crime that tarnish its current image: "It's lost its luster, but it still has a shine."

"The Pearl District"

Johnson's look at the Pearl is more personal. He does not use footnotes. His sources are primarily developers, planners, artists, businesspeople and neighbors he got to know during a lifetime of work in the city.

His account is particularly rich in understanding the evolving role of art in the Pearl District. I had read about Peter Jamison hundreds of times without knowing the significance of his

artistic niche, "outsider art," in Portland and the country.

Johnson's story begins in the 1970s, when Mayor Neil Goldschmidt united an urban vision with a grass-roots awakening to produce a collaboration he calls "the Portland way."

The Portland Way took root in the 1960s and '70s in part because corporate officials gave their promising managers the freedom to devote a day or two per week to serve on city boards and commissions. They brought idealism and good minds to the table for a generation until many corporate headquarters pulled out of the city, Johnson said.

There were times, however, when the Portland Way involved stepping outside official processes. In enacting the 1995 River District Plan, city leaders and developers "agreed we'll drop this thing in from the top down" rather than normal channels, he said.

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“Greg [Baldwin, to whom the book is dedicated] was aware of the tendency in Portland for major development proposals to get mired in endless bureaucratic reviews and requests for program and design changes,” Johnson wrote. “If that happened, a bold idea often died a slow, agonizing death or ended up reduced to a palatable solution that was acceptable to the whims of a cadre of select decision-makers and interest groups.”

That did not mean ignoring legitimate community concerns.

“Homer [Williams of Hoyt Street Properties, a beneficiary of this plan] always said, ‘If you don’t involve people at the start, they will create problems down the line,’” Johnson said.

Through it all, Johnson retains a belief in the commitment of the Pearl’s founders and early developers to the general welfare.

He recounted the reaction of Pearl artist, art teacher and developer Peter Papas to conditions in the North Park Blocks.

“When the city did not respond in the summer of 2015 to the ‘homeless invasion,’ he formed a cohort that produced the Park Blocks Conservancy,” Johnson said. “It was the type of neighborhood activism and social capital that defines the Pearl and Portland.”

Quoting Ethan Seltzer, an urban studies professor at Portland State and former aide to City Commissioner Mike Lindberg, on the Portland and Pacific North-

“The Pearl District: Placemaking From the Ground Up”
By Bruce Johnson
360 pages, Pearl Light Publishing, \$21.95
Coming to Oregon Historical Society Museum Store later this month.


“Portland’s Good Life: Sustainability and Hope in an American City”
By R. Bruce Stephenson
249 pages, Lexington Books
Rowman.com Rowman & Littlefield (Lexington Books) Paperback \$39.99.

Both books available at Amazon.com

west environment: “The landscape keeps us honest ... This is not a great place to get rich, but a great place to live well.”

Former President Donald Trump’s Opportunity Zone, however, invited another type of speculation. The tax-incentive program made much of the Pearl District truly a great place to generate wealth. Towers rising in the Pearl and downtown under this program are another chapter beyond Johnson’s purview or circle of friends. ■

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Neighbors resistant to Safe Rest Village, brace for the worst



Tents continue to line the sidewalk on Northwest Naito Parkway next to the River District Navigation Center and in front of the property proposed for a safe rest village.

BY ALLAN CLASSEN

Northwest Naito Parkway residents alarmed by the safe rest village proposed on their street were finally heard by their neighborhood association last month.

Pearl District Neighborhood Association President Stan Penkin said before a special forum held Sept. 8 that the board would take no action on that day. But by the time 12 residents filled their allotted three-minute slots to pour out stories of danger and intimidation keeping some housebound, PDNA board members wanted to act.

One woman said she stopped going to Safeway because of aggressive panhandlers who couldn't even be moved by the store's security guards.

"I've lived here 10 years, and have never seen it like this," she said.

Another woman said she has been spit upon and threatened with sexual violence daily by men in front of the River District Navigation Center, a facility for the homeless adjacent to the proposed shelter.

Others spoke of a bicycle chop shop dealing in stolen bicycle parts and lines of people buying drugs and then wandering the streets "like zombies."

McCormick Pier resident Kat Ulrich said "no-barrier" shelters open to all regardless of background or behavior do

not work.

At the board meeting following the forum, PDNA board members called for action.

"I'm against the safe rest village on Northwest Naito," PDNA Vice President Judie Dunken said. "I do think it's a public safety issue. If we're building community, we must back our neighbors," she said.

"I can see why neighbors are so upset," board member Mary Sipe added.

Sipe worked to site the Oregon Harbor of Hope (now River District) Navigation Center, but she said that after Transition Projects took over management, community concerns have been ignored.

"Unless a trustworthy organization runs it [the proposed safe rest village], I wouldn't support it either," she said. "The board needs to take a position."

"I agree with you," said Penkin, who was disappointed that campers have been allowed to coalesce on the perimeter of the Navigation Center.

He expects more of the same around

"Unless a trustworthy organization runs [the proposed safe rest village], I wouldn't support it either."
Mary Sipe, Pearl District Neighborhood Association board member

the proposed facility.

"None of us have trust that the city will be able to follow through on anything they say they will do," Penkin said. "The city is hell bent on putting in this SRV no matter who it affects. ... We have no power other than to make a lot of noise."

Penkin said the best hope may be "an ironclad legal agreement that we can be sure that they will be accountable" for addressing impacts on the community when they arise.

PDNA's opposition to the safe rest village may not sway city hall, but a prominent figure in Portland's struggle with homelessness, Homer Williams, wrote the organization a letter a week after the forum. Williams is the founder and chair of Oregon Harbor of Hope.

"OHOH dedicated its efforts to creating alternative spaces for the homeless to sleep in lieu of tents/tarps on our sidewalks, streets and public right of ways. If we create safe spaces, it empowers the police and other groups like the Impact Reduction Program to

have legal authority to remove campers from the street and sidewalks."

Williams described hundreds of staff hours devoted to removing trash, cleaning sidewalks, repairing fencing and "even administering CPR for 15 minutes and Narcan to a camper who overdosed and passed away, and of course being threatened many times.

"I say this only to give you an idea of our efforts to comply with our agreement.

"This is not the same homeless problem we started with in 2015 or when we signed our agreement. A new subculture of major drug use and addiction, theft and robbery, bodily harm and physical assault, sex trafficking and prostitution, shootings and even death are the norm across our downtown. Tents are not only for the homeless, but storage for drugs, weapons, and act as brothels and drug dens.

"Please understand that we do not have the authority to move campers. Only the city has that authority. Whether it is shelters, safe rest villages, high-barrier or low-barrier, we know the sidewalks are not a safe place to be." ■

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Pearl burglars not yet prosecuted

BY ALLAN CLASSEN

Last spring, we reported on a burglary in which two suspects sneaked into The Wyatt condominiums parking garage and took wings—literally a pair of costume angel wings—plus a carload of possessions valued at about \$10,000 from storage lockers.

The items belonged to Wyatt residents Charlene and Robert S. Miller, a former owner of a New Orleans casino who had expectations of how the legal system should have proceeded. The burglars left a trail of evidence. Security guards photographed their identification cards and vehicle, though the police did not arrive in time to make arrests.

Still, Miller thought police would have no trouble finding Mayah Betuk Weatherwax and Nicholas A. Barnes and making arrests. They did in fact arrest Barnes, but Weatherwax remained at large.

After the NW Examiner story was published in April, Miller was able to meet with Multnomah County District Attorney Mike Schmidt and share his suspicion that Weatherwax was part of a burglary ring targeting seniors through

in-home care companies. Charlene Miller received care through such a service, which is the only way Robert Miller could imagine the burglars knew which lockers to strike.

Miller and Schmidt shared their connections of New Orleans, where Schmidt did a term with Teach for America after Hurricane Katrina. They established rapport and Miller was confident an investigation would follow.

The case was in fact brought to a grand jury, and both suspects were indicted. Weatherwax, however, is now in North Carolina, and Schmidt's office chose not to seek extradition.

Miller concluded that bringing Weatherwax back to Oregon to face charges was deemed "too much trouble."

"I expected this DA to act like every other DA I've seen," he said. "I feel foolish, like I've been taken."

As a result of the publicity, a woman in New York contacted Miller and wrote him a detailed account of how Weatherwax had victimized her. The report just compounded Miller's frustration.



"She's back on the street with no prosecution and no penalty," he said of Weatherwax, whom he considers the more worrisome of the suspects based on her long criminal record.

Miller sees broad ramifications in the breakdown of the criminal justice system.

"We turn to more private security, and the rich segregate themselves from people perceived as threatening," he said.

All the while, many are leaving Portland and other major cities to find places that feel safe.

Multnomah County District Attorney spokesperson Elisabeth Shepard said Barnes has an upcoming court date.

"We are not pursuing extradition at this time," Shepard said. "An extradition of this distance would by estimation cost over \$10,000 of our already limited resources." ■



Snapshots



Northwest District resident Brian “Blue” Lemasters, 50, was struck by a car while crossing West Burnside Street near St. Clair Avenue on Sept. 14 and died 12 days later. Portland Police have opened a case (#22-248505) to locate the driver, who fled the scene. Anyone with information is asked to contact Officer Curtis Burgess, Central Precinct, at 503-823-0097.



Neighbors organized a vigil in Wallace Park Sept. 25 two days after 26-year-old Erika Caroline Walker Evans was killed by a gunshot there. Her identity was not revealed by Portland Police Bureau for four days in order to locate and notify family members. No arrests have been made. Anyone with information about this case is asked to contact Det. Meghan Burkeen at 503-823-2092 or Meghan.Burkeen@police.portlandoregon.gov. “This tragedy cannot be swept under the rug,” stated notes posted in the park.



Before-and-after photos show the return of campers on Northwest 15th Avenue along Interstate 405. In early September, the Oregon Department of Transportation deemed fencing installed by We Heart Portland volunteers a safety risk and removed it. The fencing and bark mulch were intended to prevent the return of campsites.



Metropolitan Learning Center parent Kerry Duff was not impressed with enforcement of Mayor Ted Wheeler’s declaration that no camping would be allowed on designated Safe Routes to School. She posted this KGW News photo from the north side of Couch Park adjacent to the school. Duff said campers in the past were friendly with neighbors. “The people there now are not willing to talk,” Duff wrote on NextDoor. “They are dangerous to adults, let alone children. Last year, a naked man came onto the playground while the kindergarten class was out, almost every day there were adults screaming or throwing things at the playground.”



The Northwest Industrial Business Association held a neighborhood cleanup Sept. 8, the fifth consecutive year the organization has done so with the sponsorship of SOLVE and Calbag Metals. About 17 board members and other volunteers participated in the event, which was touted as helping “keep our waterways clean and local wildlife healthy by removing trash before it enters our waterway ecosystem.”

GHFL Annual Meeting & Election – 2022 Thursday, November 17, 7:00-9:00 p.m. Via Zoom

Now is the time to get involved in your local neighborhood association! Join the Goose Hollow Foothills League (GHFL) for the Annual Meeting and election of directors. Candidates for the six (6) open director positions this year should submit their personal statement of intent to the GHFL election committee by Wednesday, November 16th, to ensure their names appear on the official ballots. Nominations by GHFL members may also be taken from the floor during the annual meeting. Candidates and attendees casting votes must be registered members satisfying GHFL’s eligibility criteria.

Personal statements are to include:

1. Intent to run as a candidate for one of the open board positions;
2. Legal name (and preferred name if different);
3. Contact information, including address, email, and phone number;
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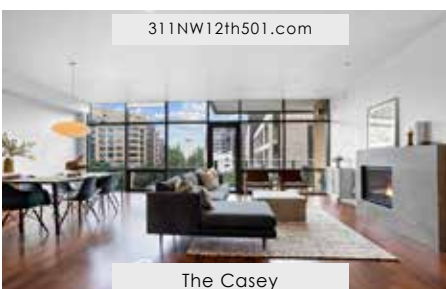


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\$679,000

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Coleen Jondahl 503.318.3424 | Debbie Walker-Quintana 503.820.1626



14927NWOrchid.com

Bethany

\$599,900

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\$599,000

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9795SWSaddle.com

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\$625,000

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6715NMississippi.com

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\$499,000

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NW Portland

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