

“Digging deep,
Shining a light”

INSIDE



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Park mystery
buried



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It happened on
Chapman Street

DECEMBER 2023/ VOLUME 37, NO. 4

FREE

SERVING PORTLAND'S NORTHWEST NEIGHBORHOODS SINCE 1986 nwexaminer

City shelves parking advisers until further notice

Transportation Bureau calls body frustrating, stress-inducing

BY ALLAN CLASSEN

In two months since the city abruptly canceled all meetings of the Northwest Parking Stakeholders Advisory Committee—citing obstructionism and emotional stress on staff—the committee’s neighborhood representatives have not overreacted.

Northwest District Association President Todd Zarnitz, one of eight SAC members representing neighborhood organizations, asked the Portland Bureau of Transportation under what authority it canceled meetings of a body established by city ordinance and required by bylaws to meet 12 times a year.

A month later, there has been no answer.

Zarnitz remains patient, though within bounds.

“This is not going to go quietly into the night,” he told the NW Examiner.

Zarnitz was among a group of current and former SAC members who compared notes at a neighborhood pub last month and considered options.

“That was the thrust of our get-together last night,” Zarnitz told his neighborhood association board. “What is the SAC now? Is

it dead? How do we reassert control over our neighborhood?”

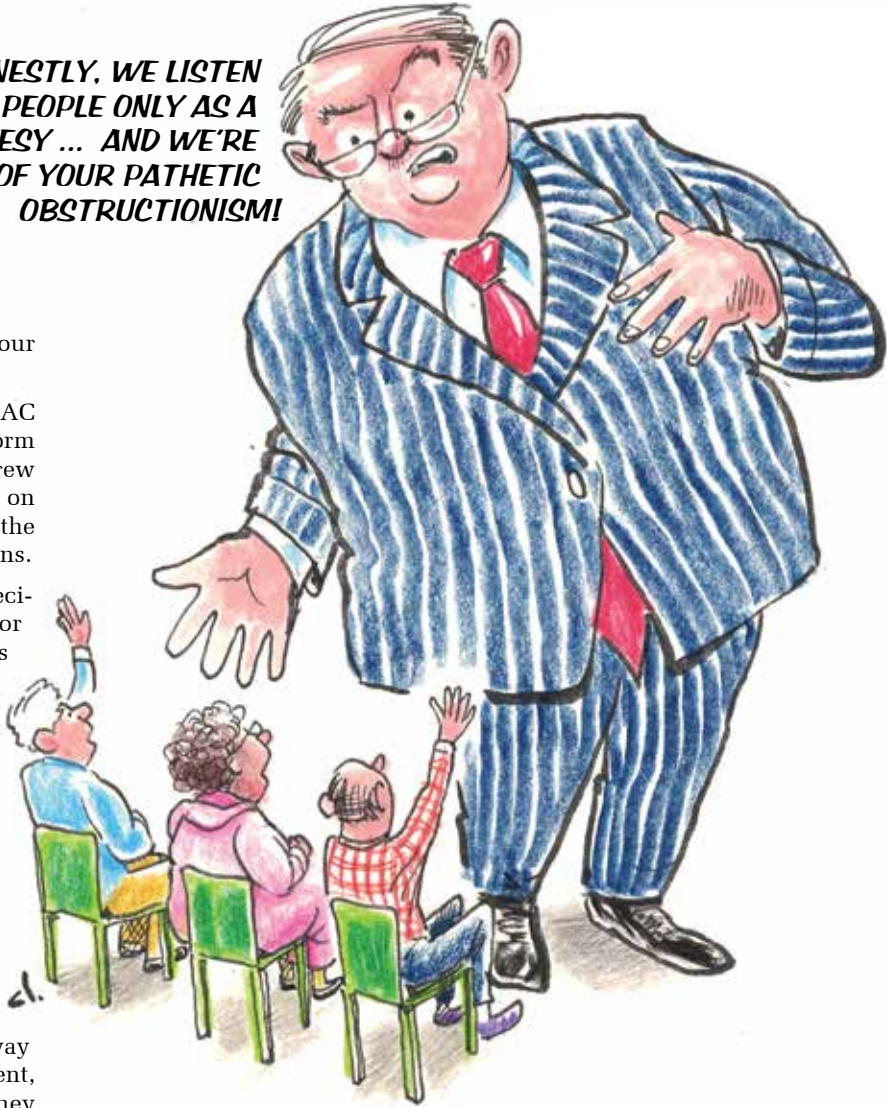
If PBOT’s Oct. 18 letter sidelining the SAC until further notice was shocking, a storm had been brewing for years. Grievances grew on both sides as PBOT tightened its grip on a body having no binding power beyond the right to be at the table and express opinions.

“I sadly was not surprised by PBOT’s decision to do this as it has been a discussion for some time among several SAC members that this could be a possibility,” wrote Peter Rose in an email to the Examiner.

Rose resigned from the committee in October.

“The function of the SAC, and any community engagement for that matter, is not to recite back to the city what their goals are but rather to speak on behalf of the community to ensure that the goals of the community are represented in government decisions,” Rose continued. “It is clear however from this flippant action, that the city does not see it that way and wishes to railroad public engagement, as they see it as a hurdle to doing what they want to do when they want to do it.”

HONESTLY, WE LISTEN
TO YOU PEOPLE ONLY AS A
COURTESY ... AND WE'RE
SICK OF YOUR PATHETIC
OBSTRUCTIONISM!



Cont'd on page 6



Legacy parking structure number 1 can be entered from Northwest Kearney near 22nd Avenue.

Convenient cheap parking for those in the know

BY ALLAN CLASSEN

A mple off-street parking in the heart of the Northwest District is a well-kept secret. Legacy Good Samaritan Medical Center offers garage and surface spaces for public use at low cost after 5 p.m. weekdays and all day on weekends.

The rate is \$1 an hour or a daily maximum of \$5, much less than the \$1.60 hourly meter rate on surrounding streets and a small fraction of the \$5 hourly rate for weekday non-hospital users.

In a district crying for more

off-street parking since the 1970s, why aren’t cars lining up to take advantage of the deal?

“Nobody really knows about it,” said Todd Zarnitz, president of the Northwest District Association and member of the Northwest Parking Stakeholders Advisory Committee.

Legacy has failed to provide information on the program despite repeated inquiries from the NW Examiner over a period of a week. We wanted to know how long the program has been in place and how many drivers

Cont'd on page 11

City finds street trees can be saved after all

BY ALLAN CLASSEN

Facing flak from several directions, the Portland Bureau of Transportation revised a project involving removal of up to 28 street trees into one saving almost all of them.

After the appearance of yellow ribbons tethering messages to tell PBOT what they thought, PBOT announced that “almost all trees will be able to remain,” based on input from the city’s Urban Forester division.

In the name of safety and place-making, the Northwest 21st and 23rd Intersection Enhancement Project includes wider sections of sidewalk at 10 intersections between Northwest Flanders and Johnson streets. The \$2.2 million project sought partial funding from neighborhood representatives who review expenditures from parking meter and permit revenue in the district.

The Northwest Portland Stakeholders Advisory Committee deadlocked in September without approving a funding package.

The Northwest District Association, which has four representatives on the advisory committee, opposed the project, arguing against “the use of oversized curb extensions that force the removal of an unacceptable number of street trees and dozens of scarce curb parking spaces.”

Cont'd on page 10



This tree should not have been on the cut list.

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-Janet Eastman | The Oregonian / OregonLive

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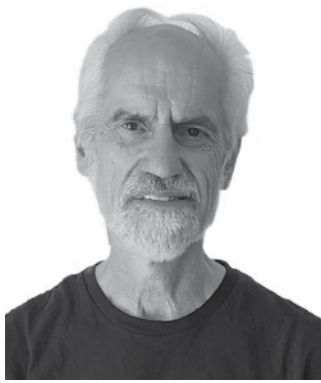

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THE DAN VOLKMER TEAM



The affordable housing we cannot see

What a tangled web we weave ... when we mistake our destination for the means to get there.

That's how I see local government's dizzying pursuit of affordable housing that wanders further and further from its goal. That may be the consequence of assuming that building more housing inevitably leads to greater affordability, and therefore adding to housing supply in itself becomes the focus.

The homebuilding industry liked the thought that their aim—building as much housing as possible—is government's highest priority. Government officials led the parade, demonizing any resistance to maximized housing construction as the selfishness of those who already have homes.

When that powerful public-private juggernaut did not crush rising home prices, an ordinance requiring a share of each new building to be affordable was enacted. It was called inclusionary zoning. It backfired, producing very few affordable units while bringing the entire parade to a near halt as developers canceled or downsized construction plans to avoid the affordability obligation.

So the Portland Housing Bureau asked developers what it would take to get things moving again and bundled several of their recommendations into the Housing Regulatory Relief Project, which goes to City Council Jan. 10. It would make construction somewhat easier—the secondary goal—but says nothing about the overriding problem that only government can address: making it affordable.

The superficiality of the relief package is suggested by its inclusion of reduced public notification requirements, which have a negligible impact on building costs and were ranked only 15th among concerns of the homebuilding industry.

The main gripe of the building industry, inclusionary zoning, poured out in the comments section of the survey. That is



not a topic the Bureau of Housing wants to entertain. It clings to inclusionary zoning and rationalizes its failure to produce results after six years, as if saving the inclusionary zoning program is more important than saving affordable housing.

None of the proposed maneuvers can do much about the affordable housing crisis today, as the average cost to build an apartment unit in a six-story building is \$422,000, according to BHD figures. Most of these units are studios or one-bedroom apartments. Affordable units cost about 30 percent more to build. Much more in both cases for places large enough for families.

Yet we keep trying to build our way out of the affordable housing crisis while paying king's ransom prices.

But why must poor people live in new

apartments?

Housing is available all around us for half the cost of the figures cited above. It exists in older walk-up apartment buildings of the kind proliferating in the Northwest District. It exists in recently finished new buildings all over the city that their owners are desperate to unload.

I talked to 10 people with deep connections to the Portland housing market. I learned that older buildings can be purchased for as little as \$150,000 a unit and typically in the \$200,000 to \$250,000 range. Even new buildings that have drained the resources of major builders are going at fire-sale prices of around \$300,000 per unit.

And they are available now, not four years down the rocky road toward new construction.

Such buildings could be owned and operated by government, nonprofits or even for-profit companies under rules restricting them to charge only enough rent to cover maintenance and operating costs. Under this formula, they would become increasingly affordable over time as rising land values inflate other properties.

Private builders will pursue the highest prices the market will bear, as is their nature. Let them decide how many million-dollar homes they can sell.

We can literally and figuratively own the affordable housing category by taking advantage of the currently underpriced market and getting a foothold on a permanent solution.

Declare inclusionary housing a failed social experiment and move on. It was never the real goal anyway. ■

Readers Reply

Letters can be sent to: allan@nwexaminer.com or 1209 NW Sixth Ave., #303 Portland, OR 97204. Letters should be 300 words or fewer; include a name and a street of residence. Deadline: third Saturday of the month.

Really about parking?

There's been a lot of talk recently about the proposed removal of street trees for improved pedestrian access on Northwest 23rd and 21st avenues. I wholeheartedly agree that the trees need to be saved and that the Portland Bureau of Transportation is not considering all the options, but it's hard to get on the anti-removal bus when more than half of the comments on this subject are actually thinly veiled attempts to keep street parking.

Difficult-to-find parking and slow streets built in a way to force more caution out of drivers are features of vibrant urban neighborhoods, not bugs. Making urban neighborhoods safer for pedestrians and bikers has repeatedly brought increased foot traffic and commercial activity in large cities throughout North America.

We can and should demand better out of PBOT, but better does not include ample street parking or fast car travel.

Mark Ingalls
NW Upshur St.

How can we help?

We, too, love our trees in and near Northwest 23rd Avenue. Is there an organization similar to Save Our Good Old Houses that was successful in saving the houses several years ago?

We are eager to do whatever we can to prevent their needless destruction.

Thelma Carpenter
NW Xavier St.

Before street trees

The attached photos are a gentle reminder of what Northwest 23rd Avenue looked like before the street trees ["Tree lovers unite in opposition to intersection treatments," October 2023]. Vic Sabin and I canvassed 23rd (from our headquarters at Nobby's) and Betsy Berry and Rick Rubin did 21st.

The photos are from the 23rd Avenue planting done cooperatively by volunteers, the city and the U.S. National

Cont'd on page 5

The NW Examiner

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Vesma Lazdins



Vesma Telma Lazdins, a longtime resident of Arlington Heights, died Nov. 6 at age 85. Vesma Krumins was born Sept. 9, 1938, in Latvia and immigrated with her family to the United States in 1950. She grew up in Portland, graduated from Lincoln High School and attended the University of Oregon. She married Ivars Lazdins in 1965, and they moved to Portland. She volunteered for the Oregon Latvian Society and on behalf of veterans through the Gung Ho Ministries Assistance Services. She was active in the Oregon Latvian Evangelical Church. She is survived by her husband, Ivars; and son, Erik. Her son Karl died in 2020.

Barbara Barwood



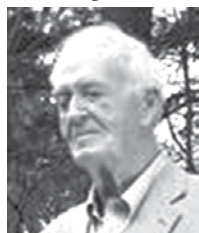
Barbara Ann Ward Barwood, a resident of The Vaux Condominiums for 15 years, died on Oct. 19 at age 83. Barbara Ward was born Feb. 28, 1940, in Hanover, N.H., and graduated from Keene State College with a degree in education. She married Hal Barwood in 1963, and they moved to Los Angeles, where she taught third grade. She later supervised the Main County Adult Literacy Program for 25 years. In retirement, she received a Multnomah County Volunteer Award and an Oregon Governor's Volunteer Award for teaching and consulting for adult literacy programs. She is survived by her husband, Hal; sons, Jonathan and Tobias; sisters, Connie Anderson, Nancy Stormer and Debbie Beye; and three grandchildren.

Thomas Barry Sutton



Thomas Barry Sutton, a lifelong Portland resident who frequented Northwest Portland, died Sept. 24 at age 73. He was born Jan. 30, 1950, at Wilcox Memorial Hospital, which is now part of the Legacy Good Samaritan Medical Center. His parents died when Sutton was a teenager, leaving him a ward of the state. He survived for decades on the street and was an advocate for homeless people, a role that brought him into collaboration with the late City Commissioner Nick Fish and famed linguist Noam Chomsky. He is survived by a cousin in Lake Oswego. His brother, Tim, died in 2019.

Harry Davison Jr.



Harry Pomeroy Davison Jr., a resident of Northwest Johnson Street, died Nov. 11 at age 96. He was born on Dec. 13, 1926, in New York City and grew up on the North Shore of Long Island. He attended Greenvale School and graduated from Groton School in Massachusetts in 1944. He attended Stanford University, where he played on the varsity football team. He graduated from Stanford Law School in 1951. He married Barbara Vilas in 1952, and they moved to Palm Beach, Fla. where he practiced law. In 1966, he returned to Long Island and married Margareta. He is survived by his wife, Margareta; daughters, Lani Davison, Linda Michonski, Betsy Davison and Cecilia Usher, son, Henry Davison III; brother, Jimmy; sisters, Frances and Anne; nine grandchildren; and one great-grandchild, Kazio Brzezinski.

Theodore 'Ted' Zell



Theodore "Ted" Mark Zell, who grew up on lived most of his life in Portland Heights, died on Nov. 3 at age 86. He was born on May 28, 1937, and graduated from Ainsworth Elementary School and Lincoln High School, class of 1955. After graduating from the University of Oregon, he joined the family jewelry business, Zell Bros., where he worked until his retirement. In 1962, he married Carol Janz; she died in 2017. He lived his last years at Robison Jewish Health Center. He is survived by his daughter, Adrienne; and son, Peter.

Bruce Allen



Bruce Allen, who retired as senior development manager for the Portland Development Commission in 2013, died Nov. 11 at age 70. He was born Feb. 3, 1953, and graduated from Rincon High School in Tucson, Ariz., and from the University of Arizona, where he earned bachelor's and master's degrees. In 1986, he was hired by PDC, where he worked on several projects in the Pearl District, including Union Station, Jamison Square, Tanner Springs Park and Centennial Mills. He married Hilary Chen in 1995. He is survived by his wife, Hilary; daughters, Kimberly Mason, Kristin Allen, Megan Han and Tiffany Han; brother, Mark; sister, Cindy; and three grandchildren.

Death Notices

RALPH BOLLINGER, 92, member of First United Methodist Church.

DR. JAN MICHAEL COLLIN, 84, medical resident at Legacy Good Samaritan Medical Center.

JEFFREY FRANK, 77, 1964 graduate of Lincoln High School.

DAVID GRASLE, 66, 1975 graduate of Lincoln High School.

NORMAN LEE, 84, worker/owner of Linnton Plywood Association cooperative.

WARREN NIELSEN, 76, 1965 graduate of Lincoln High School.

JAMES D. PHILLIPS, 88, 1953 graduate of Lincoln High School

RICHARD PORTWOOD, 93, member of the Multnomah Athletic Club.

DONALD SMULL, 93, graduated from Lincoln High School.

KENNETH WEBER JR., 92, 1948 graduate of Lincoln High School.

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. Photographs are also welcomed. There is no charge for obituaries in the Examiner.

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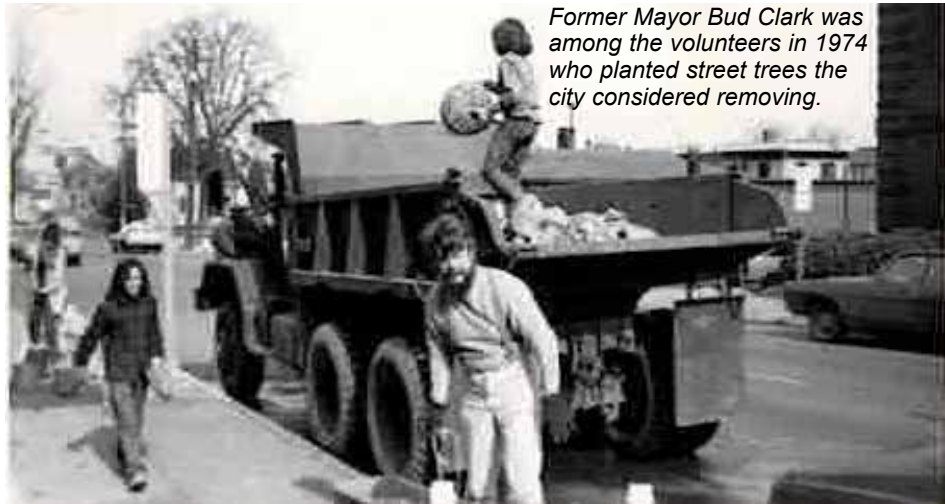
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Readers Reply

continued from page 3



Former Mayor Bud Clark was among the volunteers in 1974 who planted street trees the city considered removing.

Guard. The National Guard broke up the sidewalks, loaded the concrete and helped dig the holes, and volunteers from Metropolitan Learning Center and neighbors planted them. That’s Bud Clark and Metropolitan Learning Center parents and students (and my son Christopher being a disaffected 13-year-old). Looks pretty bleak, doesn’t it?

Jacqueline Hoyt
NW Upshur St.

Conservancy essential

Your article “White Knight, Dark Past” [November 2023] fails to focus on the essential work that Pacific Echelon and the nonprofit Loving One Another are doing for the Pearl neighborhood and elsewhere.

The Northwest Community Conservancy retained these organizations because of their ability to provide humanitarian services that have been proven to help people in need get off the street and into services and shelter while also helping to secure a safer neighborhood. Your article barely touches on what is really important by only briefly noting that “progress is evident on the ground.”

The full story that you should be telling is the work that NWCC is doing on the ground in the absence of adequate government resources, not past allegations about one individual.

Stan Penkin
NW Northrup St.

Penkin is a member of the NWCC board of directors.

OPB ‘all lies’

I’d bet that Echelon Protective Services founder Alex Stone was 100 percent accurate when he referred to a 2021 Oregon Public Broadcasting story on Echelon as “100 percent lies.” OPB has become so obviously biased toward left-ist (or progressive, to use the current jargon) policies that I don’t buy anything they say anymore.

The most egregious example of this was its so-called story (during the worst of our rioting) about two “protesters” being swept up by Homeland Security, as if they were being disappeared like in some banana republic. It seemed to me that story wasn’t even vetted for accuracy. I don’t doubt these individuals were questioned, but they were also quickly released unharmed. When did questioning become illegal?

Yet that “anti-Trump” piece went viral all over the globe. It was pieces like this that really fanned the flames regarding the legality of sending in federal protective officers. Forget about the fact that the city’s *modus operandi* was, anything goes. Years later, both those federal buildings remain like fortresses and it will take millions to repair them.

Media like OPB have lauded those groups and individuals who succeeded in decimating our police force. Now it’s our city police who’ve been “disappeared.” Yet the anarchists are still out there smashing windows or worse. To wit: what occurred recently at World Forestry Center, as mentioned in the November issue Snapshots. So with limited Portland Police, all the more reason

to need private security. I imagine the World Forestry Center operators wish they’d had some on that ill-fated night.

Karla Powell
NW 11th Ave.

Protect privacy

I have a major issue with the way that you treated Mrs. Pebbles Stone in the article “White Knight, Dark Past.”

Your reporting implies that this woman was underage when she became entangled with an older man in high regard and position. You go on to mention that his abuse of her by all accounts occurred prior to the nascent age of 20. I feel terrible for her that these many years later (almost two decades), you are publicly sharing details of her trauma, abuse and grief.

As to Mr. Stone, I appreciate the details on his past, but they are completely irrelevant to the present day. I am a single woman of midlife with two young daughters. We moved to the Pearl in January. Your article mentions that Mr. Stone became involved with Pearl crime protection in late 2022.

When my family moved here, we felt unsafe. Since then, there have been demonstrative and notable improvements regarding public drug use, crime, and homelessness in our neighborhood and on our street. If Mr. Stone has in any way contributed to this overall improvement in this vibrant area that my girls and I love so much, I applaud him.

Please be thoughtful while you balance investigative reporting and furthering harm upon victims of sexual abuse.

Meredith Wade
NW 12th Ave.

Editor’s note: Ms. Stone revealed details of her past in a public document, her notice of intent to sue the city of Clatskanie.

Keep Bottle Bill

The article in October’s issue, “Is Bottle Bill worth the trouble?” was very informative. I was surprised to learn that the deposit money paid at the register, but not redeemed when the bottles are empty, is awarded to the Oregon Beverage Recycling Cooperative. As the article explains, this is an incentive for the OBRC to make redeeming bottles and cans inconvenient. I was also surprised to find out that the Oregon State Legislature hasn’t come up with a way for the OLCC to take over the function of the OBRC.

Fifty-two years ago, the Bottle Bill went into effect because it was sensible way to end a big litter problem. Ending the Bottle Bill instead of dealing with the root problem (drug use on the street) would be short-sighted. The problems that RiteAid and other small storefronts face are multifaceted and systemic. Are we going to let drug dealers take down the Bottle Bill? I really hope not.

Jane Pullman
SE Alder St.

Editor’s note: Unredeemed containers result in retained revenues by the retailer, not OBRC.



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726 NW 11th #310 / 2 bed, 2 bath



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The Northwest Parking Stakeholders Advisory Committee met via Zoom, but even that form of getting together won't happen for a while.

“The function of the SAC ... is not to recite back to the city what their goals are but rather to speak on behalf of the community.”
Peter Rose,
Former SAC member

“City shelves” cont'd from page 1

Two years ago, PBOT removed a cohort of veteran committee members by imposing term limits. PBOT also took over selection of the committee chair and the appointment of at-large members. The right of the Northwest District Association and Northwest Business Association to choose their own representatives is now questioned, though City Council’s founding ordinance assigned four seats to each organization.

Nothing reflects PBOT’s hypersensitivity to independent expression more clearly than a SAC bylaw revision enacted without the committee’s input this year:

“Advisory body members are required to notify city staff liaison of verbal or written communications with interest groups that are relevant to the body of work of the committee and all communications with media.

“In rare cases, the bureau may have a committee member speak directly to the media, but this will only be done in close coordination with the bureau’s communications manager and only with their express permission.”

Zarnitz, a former on-air radio personality and current publisher of a Substack blog, Northwest Portland News, bristled at being called on the carpet for his quotes in the NW Examiner.

“I was certainly shocked that PBOT tried to warp the rules to force me to not talk with you a few months ago,” he told this reporter. “After that episode, I would not be so surprised if PBOT might now be trying to weaponize Oregon Public Meetings Laws to keep the SAC members from communicating with each other during ‘the pause.’

PBOT was asked if it would prohibit SAC members from meeting independently, but a spokesperson replied only with another question: “Are committee members saying they’re intending to continue meeting?”

If Zarnitz chooses to meet with colleagues or speak publicly without prior

PBOT authorization, he will feel no shame.

“I would remind everyone of the First Amendment to the Constitution,” he said.

Others on the Northwest District Association board agree that PBOT has gone off the rails.

“I think the [Oct. 18] letter is disingenuous in terms of the way it characterizes the SAC and what’s been going on,” said Steve Pinger, who also serves on the SAC. “I think somebody—if it’s not the SAC, I don’t know who it would be—but somebody—needs to provide some accountability to PBOT.

“So here we are at an impasse, and I think it’s remarkable that they’ve [acted] without consulting with the chair of the SAC or much less trying to convene the SAC to see if we can identify what the issues are and how they might be addressed. Going straight to pulling the plug seems like an extraordinary move on their part.”

NWDA board member Noel Johnson said it may be necessary to place a newspaper ad to lay out its case regarding the city’s obligation to uphold law and policy in dealing with the SAC.

For Zarnitz, the breakdown between Portland citizens and their government goes beyond specific decisions or events. It’s rooted in culture and values.

“It’s our community, and we’re being lectured to by ideological bureaucrats on what’s best for us,” he said. “They’re fighting some kind of global fight and they’re trying to mold us into better citizens. It’s turned into this paternalistic thing, and we’re being scolded as if we’re children. We’re being talked down to.

“Collaboration can’t exist in this dynamic,” he said.

The approximate cause of the shutdown was the committee’s resistance to an intersection improvement project that would have removed up to 28 street trees along Northwest 21st and 23rd avenues. At the same meeting in September, the SAC would not support an annual budget or approve appointment of a SAC

vice president favored by PBOT.

PBOT backed down on the tree removals, consulting with the Urban Forester’s office and finding that all or almost all of the trees can be saved after all. But patching things up with the Stakeholders Advisory Committee may be a heavier lift.

Vadim Mozyrsky, a former City Council candidate who chairs Neighbors West/Northwest, the coalition of inner Westside neighborhood associations, has not been a party to the parking conflicts in Northwest Portland. He does, however, perceive broader ramifications in how they were handled by the city.

“PBOT’s decision to temporarily ‘pause’ the collaboration with the NW Parking Stakeholder Advisory Committee should be re-examined,” Mozyrsky wrote in an email to the Examiner.

“Our city is facing numerous challenges right now, but history has demonstrated that we can overcome these challenges when our government enlists the knowledge and expertise of people that know their neighbors and neighborhoods. If the door to City Hall is closed, then change must begin at our front doors.”

He looks to leadership from Transportation Commissioner Mingus Mapps, who has declared his candidacy for mayor in 2024.

“Commissioner Mingus Mapps worked at the Office of Neighborhood Involvement and knows these truths full well,” Mozyrsky wrote. “I trust this pause will be short-lived, and the partnerships that have been painstakingly built over the years will continue to benefit our city.”

To date, Mapps has not shown that urgency. When asked in October by the Examiner for comment, he had a two-sentence reply: “I support the bureau’s decision in taking a temporary pause on this advisory committee. Right now, my main focus and direction for PBOT is to tackle the financial crisis that the bureau is facing.” ■

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Peter Li (L-R), Jan Li, Chelsea Hamilton and Jeff Hamilton at last month's party.

Longtime owners of The Decoy bid farewell

A farewell party honored Peter and Jan Li, longtime owners of The Decoy Chinese and American restaurant in Linn-ton, last month. The Lis operated Ming's Dynasty in Downtown from 1996 until

2003, when they bought The Decoy. New owners Chelsea and Jeff Hamil-ton are keeping the same menu and approach, while "sprucing it up" and putting more emphasis on breakfasts.

Food News

Haven Coffee open

Haven Coffee has replaced Clearing Caf  at 2772 NW Thurman St. The company was founded in 2008 at 800 NW Mur-ray Blvd. near Sunset High School by Jerry and Jane Bennett, who have since added Nate and Ariel Bennett as own-ers. Haven Coffee is open 7 a.m.-2 p.m. seven days a week.

Stacked Sandwich Shop to become Tip Top Burger

Gabriel Pascuzzi closed Stacked Sand-wich Shop at 2175 NW Raleigh St. on Nov. 7 and plans to convert the space into Tip Top Burger, which will feature Northwest-raised beef and Grand Cen-tral Bakery buns. Stacked originated in Southeast Portland and moved to North-west Raleigh Street earlier this year.

Flanders Bar coming

Flanders Bar LLC has applied for a full liquor license at 1339 NW Flanders St., the 1920 building long occupied by Rogue Ales Distillery and Public House from 2000-2020. Proposed hours are 11 a.m.-2 a.m. seven days a week.

Alouette gone

Alouette, 2764 NW Thurman St., an ambitious bistro owned by Wei-En Tan and Trang Nguyen Tan, closed on Sept. 30. The restaurant opened in 2022 but was beset by a unionization drive and water damage that forced a temporary closure. The Tans own Stem Wine Bar, featuring flights of Oregon and inter-national wines, on North Mississippi Avenue.

Food Front members guide co-op through tough choices

BY ALLAN CLASSEN

The Food Front Cooperative Gro-cery, bolstered by four new board members and a loan to retire old debts, is considering options for its future.

Three proposals were considered at a members meeting attended by about 50 people Nov. 29.

Market of Choice CEO Rick Wright proposed to buy the property for about \$2 million (the property is valued at about \$4.5 million by the Multnomah County Tax Assessor) and operate it as the 12th store in his family-owned Ore-gon chain. Co-op members have voiced a preference for a grocery store sharing Food Front's mission of healthy local food.

If a Market of Choice comes about, it would be a smaller version of the com-pany's usual stores and would bear a different name.

Although small grocery stores have not done well in the United States, Wright said they prosper in Europe and he considers this location particularly attractive for such a market.

Skylab Architecture principal Jeff Kovel, who owns Betsy & Iya and a con-dominium building under construction also on Northwest Thurman Street, pre-

sented another approach. Kovel suggest-ed redevelopment for a hotel, workforce housing or another building that could include space for a Food Front store.

Lisa Sedlar, whose Green Zebra gro-cery chain permanently closed early this year, also presented at the November meeting. Sedlar said there has never been a worse time to open a small-scale store. Success would depend on efficient management and a general manager with strong finance and business skills, she said.

Food Front recently obtained a \$1 mil-lion loan based on value of its real estate to retire its mortgage and other debts.

The board will send out a survey to members to guide future plans.

Other options considered but rejected in recent months include:

- Farmers' market in the parking lot.
- Leasing to a retailer like Providore Fine Foods.
- Something resembling a James Beard Portland Public Market.
- Renting the parking lot to food carts.
- Filing for bankruptcy.
- Partnering with a developer to build apartments on the corner.

NOBBY NEWS

Vol. 29, No. 12 "News You Can't Always Believe" December 2023

Taking security seriously

The security systems of the Nobby News were pierced last month by a person, persons or for all we know an artificial intelligence bot using the highly dubious screen name of Scam Likely, thereby winning the November free burger drawing.

Our technical security team believes the culprit slipped a bogus name card through a crack in the jar where official entries are stored until the drawing.

Knowing that the integ-ri-ty of this longstanding and popular tradition demands that such chicanery not be repeated, all drawing entries from now on must be ... draw-ings, real sketches of burgers on paper too large to slip



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GREATER NORTHWEST PORTLAND DEVELOPMENT MAP

LEGACY HEALTH SYSTEM

Legacy Health System has been exploring redevelopment possibilities on two blocks between Northwest 19th, 20th, Lovejoy and Northrup streets that are now dominated by its administrative offices and surface parking lots. Legacy's recent merger with Oregon Health Sciences University may involve centralization of administration.



SKYLAB HEADQUARTERS

Skylab Architecture converted two 1940s prefab industrial buildings at 1825 NW Vaughn St. into its new headquarters, which was previously at 413 NW 13th Ave. The space includes a 300-person event space, a studio and fabrication shop with outdoor sports courts and a garden.



615 NW 18TH AVE.

A house at 615 NW 18th Ave. that was badly damaged in a 2022 fire will be fully restored according to plans approved by the city. Because the 1900 house was deemed a contributing historic resource in the Alphabet Historic District, design review was required. The rental property is owned by Alexander Ianos of Happy Valley.



CONGREGATION BETH ISRAEL

Congregation Beth Israel has sought the advice of city staff concerning possible expansion of its early childhood facilities at Northwest 20th and Glisan streets. The project may include an enclosed play area. A pre-application conference was held in August.

ART THEATER

A dramatic mural graces 1515 SW Morrison St., which is being remodeled for the Artists Repertory Theater. Construction continues as the ART uses Portland Center Stage, 128 NW 11th Ave., as its temporary home. The building will have 28,000 square feet on two stories above two levels of underground parking.

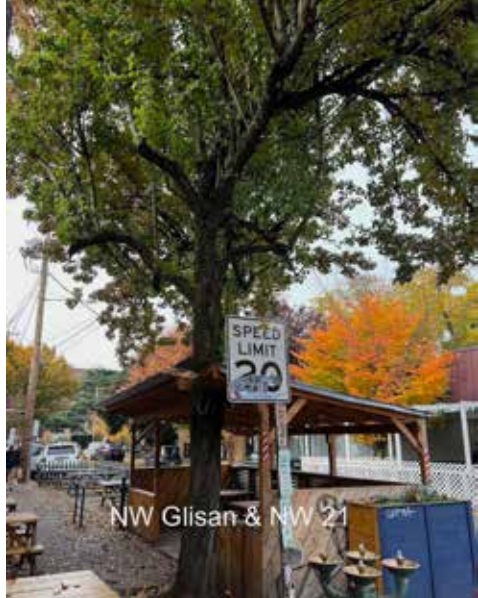
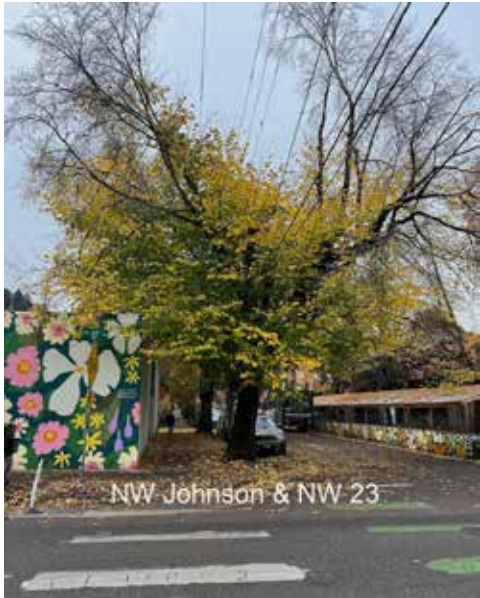


10 NW 12TH AVE.

Portland Bureau of Development Services staff approved an exterior deck and staircase on the Cellar Building at Northwest 12th and Burnside streets that is part of the Henry Weinhard Brewery Complex. Because the building is on the National Register of Historic Places, exterior alterations were subject to design review.



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



Landscape architect Tom Liptan photographed five of the most valuable street trees PBOT considered removing.

"City finds" cont'd from page 1

A November editorial in the NW Examiner, "Trees are in the way of place-making," asked, "In what world does it make sense to sacrifice up to 30 mature street trees on behalf of wider sidewalks at intersections?"

In the end, it came down to the trees.

The Examiner asked Tom Liptan, a landscape architect and green infrastructure consultant who headed the eco-roof program for the Portland Bureau of Environmental Services, to evaluate the 28 trees in jeopardy and offer recommendations.

"Most of the trees should be protected, if possible, except for those in poor health," Liptan concluded.

Liptan took photos of five trees he deemed "most valuable to keep."

He faulted PBOT's approach for not evaluating the trees until the project's final funding phase, a step he would have put at the beginning. ■



Volunteers taped yellow ribbons with a note to call a city employee gathering public input.

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Far left: No designs of the proposed Slabtown Park have been made. This image was created by SERA Architects to enhance their design of the building behind the park site.
Left: Tom Brenneke

Truth buried under promised park

BY ALLAN CLASSEN

No one knows when a long-promised park in Slabtown might be built, though the cause of the hang-up has finally emerged.

The park was envisioned in the 2012 Con-way Master Plan as the first part of the approximately eight-block area to undergo redevelopment. Instead, it will be the last.

Deadlines for city acquisition of the park site on Block 290E (bounded by Northwest 20th, Pettygrove and Quimby streets) have passed, raising fear that the park will never come about.

Queries from the Northwest District Association and news media over the years have been answered with hopes and generalities.

In August, Parks Commissioner Dan Ryan advised the NW Examiner:

“Portland Parks & Recreation has been working diligently with the current property owner of the site to secure the land for a public park for over four years. I am in full support of the bureau’s efforts and share neighbors’ excitement for the future park.

“Guardian Real Estate Services is the current owner and PP&R continues to negotiate with them in good faith. I remain optimistic that there will be a favorable resolution.”

Nothing that neighborhood representatives have not been hearing since 2019.

Tom Brenneke, president of Guardian Real Estate Services LLC, fleshed out the issue in an email to the Examiner in September. Brennecke and the city agree the half-block parcel needs environmental remediation.

“Who pays for the cleanup is a sticking point,” Brenneke wrote. “The cost of the environmental cleanup was always understood to be the responsibility of the city. Guardian remains committed to providing the land to the city free of charge.”

The environmental problem is not related to toxic chemicals or petroleum residue from the truck service garage demolished last year.

“The old truck maintenance building’s foundation needs to be fully removed (the foundation is still in the ground),” according to Brett Horner, planning and design manager for PP&R.

What’s the problem with buried concrete?

“Portland Parks & Recreation mandates a 5-foot depth of excavation and fill replacement at this site, per our requirements,” PP&R Spokesperson Mark Ross wrote in an email to the Examiner. “There would likely be ... vegetation, including trees, planted in the future park, so the concrete underground would indeed have to be removed for them to thrive.

“Our understanding is that XPO (Con-way’s successor) has an agreement with Guardian, the current property owner, requiring them to remove the concrete,” Ryan wrote. “I remain optimistic that there will be a favorable resolution.”

While the city is optimistic, Brenneke is resolute.

“Remediation of the land, which includes removing everything 5 feet down and not just the concrete, is not, nor has it ever been, the responsibility of Guardian. If we give them the land, remediate it and plant grass, we might as well build the park ourselves.”

Steve Pinger, a land-use consultant who has bird-dogged the project as co-chair of

the Northwest District Association Planning Committee, is dumbfounded that a matter as central as determining responsibility for environmental remediation was not resolved at the beginning.

“It didn’t occur to me that that would not have been worked out 10 years ago,” Pinger said.

His search for answers ended in March, when Horner told him, “The property transfer for the park is a private, confidential matter. I have no further comments to add.”

NWDA President Todd Zarnitz testified to the City Council in late September, urging the city to accept the land as-is before the end of the year to ensure the opportunity for a park is not lost.

“That the city is refusing to take an acre of land in a dense urban neighborhood for free because the topsoil isn’t pristine is in our view ridiculous,” Zarnitz said.

Commissioner Ryan told Zarnitz he did the right thing by speaking out and assured him that the park is still in the works. ■

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Going Back



Two billboards along an empty Southwest Chapman Street at Salmon Street, 1927, one touting Camel cigarettes, the other White Rose Bread. City of Portland (OR) Archives, AP/27115.



Campbell's Chrysler Dodge Service on Southwest Chapman Street near Salmon Street, circa 1927. City of Portland (OR) Archives, AP/27119.



Herrick's Grocery at Southwest Chapman and Jefferson streets in 1927. City of Portland (OR) Archives, AP/27019.



Auto repair shops clustered on Southwest Chapman Street near Yamhill Street, circa 1927. City of Portland (OR) Archives, AP/27139.



An empty lot at Southwest Chapman and Jefferson streets is surrounded by a fence with a sign for S&S Auto Wrecking Co. in this circa 1927 photo. City of Portland (OR) Archives, AP/27096.



Chapman Grocery at the northeast corner of Southwest Chapman and Jefferson streets, 1927. City of Portland (OR) Archives, AP/27189.

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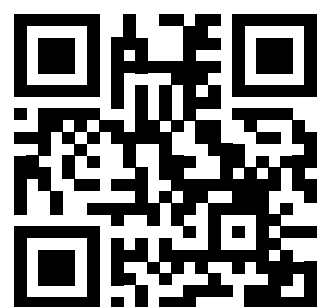
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Christmas displays at Pittock Mansion will remain in place until Jan. 4, closing only Dec. 25 and Jan. 1. About 75 volunteers make the event possible. For timed tickets (\$16.50 for adults, \$14.50 for seniors and \$12.50 for youth and children), visit pittockmansion.org/events.



Local historian and photographer Donald C. Nelson caught most of Mount Hood in this fall season view from the Vista Bridge.

The Linnnton Neighborhood Association is seeking public support to continue bus service to the community. Proposed TriMet service revisions would reduce Line 16 service to “minimal rush-hour service timed for Lincoln High School students.” The public comment period ended the day before LNA’s bi-monthly membership meeting, so the organization is taking its case to the TriMet board of directors.



The city is preparing to renew a lease to operate the River District Navigation Center, 1111 NW Naito Parkway, an option opposed by adjacent neighbors, who have formed Neighbors4SafeSmartShelters, and for which the Pearl District Neighborhood Association expects binding terms to protect livability. A town hall meeting will be held on the issue Tuesday, Dec. 12, 6 p.m., in the Portland Building. There will also be a public meeting Wednesday, Dec. 6, 6 p.m., at the Food Innovation Center, 1207 NW Naito Parkway, with Department of Environmental Quality officials, who have concerns about soil contamination on the site. Prosper Portland will also discuss the topic Wednesday, Dec. 13, 3 p.m.



A man riding a Lyft rental bike broke into the Rose Plaza Apartments, 2199 NW Everett St. parking garage on Nov. 9 at 2 a.m., and broke into several cars. He was driven away in a Cadillac by two people assumed to be lookouts, according to resident Steve Tempe. The incident was caught on video camera.



Lincoln High School senior Price Schaffer was Portland Pearl Rotary’s student of the month for November. Schaffer created Native American Public Art of Portland, mapping more than 100 pieces of public art by Native American artists and making it accessible online. He also founded Walk of Ages Club, which visited 120 elders during the pandemic.



Many of the street trees along Northwest 21st and 23rd avenues considered for removal by the Portland Bureau of Transportation were planted by volunteers in 1974. (See letter by Jacqueline Hoyt on page 5.) Nick Clark is the boy with a shovel in two of the photos, one of which shows his father, Bud, unloading a truck behind him.



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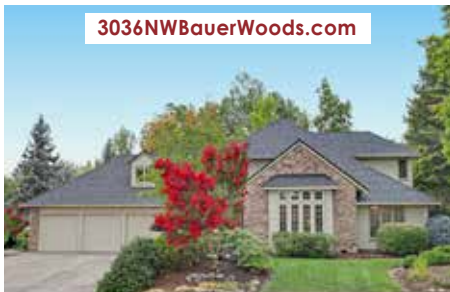
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