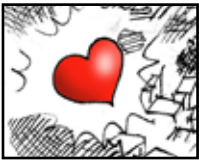


“Digging deep,  
Shining a light”

INSIDE



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A new  
perspective



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Asian noodles  
for cold weather



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Remembering old  
neighborhood

# Private protection

## A million-dollar plan to preserve the Pearl

BY ALLAN CLASSEN

It began as a million-dollar idea; a citizen-business partnership conquering chaos and crime in the Pearl District, all without dependence on government. And not just by hiring private guards to push homeless people along but through a strategic scheme building common cause with people at the end of their rope.

In short order, the idea became a plan, and this month it kicks off as a million-dollar program.

That is, in fact, the first-year budget of the new Northwest Community Conservancy, a nonprofit spun off from the Pearl District Neighborhood Association to employ outreach workers, security services and volunteers to restore safety and livability where government spending has seemed ineffectual at best.

“We’re watching this human tragedy play out on the streets day after day because no one will take charge,” said Ken Thrasher, the retired Fred Meyer CEO and Pearl resident who chairs the board of the new organization.

“This work is the responsibility of government, but there is no assurance that government will fulfill its duties,” Thrasher said. “We can’t continue to watch these businesses abandon their sites or residents move



*Echelon Protective Services guards, who have been patrolling the Central City for several years, will soon have an expanded mission covering the entire Pearl District.*

out because property isn’t protected.”

He also considered the mission too large for the neighborhood association to administer.

PDNA President Stan Penkin filed the corporate documents, and the Internal Revenue Service recognized it as a 501(c)(3) corporation allowing it to accept tax-deductible contributions.

“We’re going to be walking the streets to sell this program,” Penkin told the neighborhood board in January. “I’m really excited about it [though] it’s unfortunate that

we’re in a position where we have to protect our neighborhoods on our own.”

Calling it a conservancy sounded better to him than a security service, going beyond emergency interventions to emphasize a broader mission toward livability, volunteerism and community building.

The budget will be used to contract with a designated private security firm, Echelon Protective Services and Loving One Another. Both companies are headed by

*Cont’d on page 6*



*The all-way stop at Northwest 24th and Northrup has been effective in ending a pattern of frequent collisions.*

# Are four-way stops the answer?

## Some speculate that this stop-gap measure is actually safest option

BY ALLAN CLASSEN

A chorus of voices in the Northwest District is calling for four-way stop intersections, particularly as an alternative to the more complex and obtrusive traffic calming measures installed in recent years by the Portland Bureau of Transportation.

Jenny Duchene, who has lived at Northwest 24<sup>th</sup> and Northrup for 43 years, can testify that a four-way stop tamed the previously treacherous intersection at her doorstep.

For years she tensed to the sounds of screeching brakes and crashing metal. Typically, drivers cruising unimpeded along Northrup Street plowed into vehicles

on 24<sup>th</sup> Avenue inching into an intersection obstructed by cars parked too near the corner.

Crashes kept happening, averaging about once a month, Duchene recalls. While most did not cause injuries, there were exceptions. Twice vehicles were knocked over, and some slid across sidewalks. A photo of a pickup perched on its side across 24<sup>th</sup> Avenue in 2016 was printed in the NW Examiner.

Duchene’s pleas for an all-way stop got nowhere with PBOT. She said she was once told by a bureau staff member that two fatalities within a year were required to trigger action, a thought that left her “gob smacked.”

There is actually no two-fatality rule, but five years ago, PBOT found justification to reverse itself and add two more stop signs at the intersection.

“We evaluated this intersection in 2018,” wrote PBOT Interim Communications Director Hannah Schafer, “and our engineer found that the intersection met the All-Way Stop Control warrant based on crash history (at the intersection of two local streets, three preventable crashes in two years).”

No one is second-guessing the decision.

“Since then, to my knowledge, we have not

*Cont’d on page 12*



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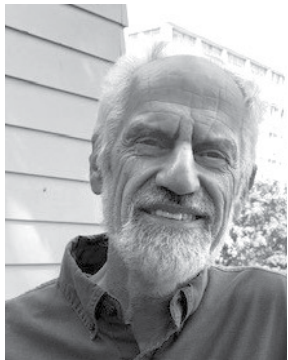
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# A new perspective

For the first time since I founded the NW Examiner, our address is not in Northwest Portland. Joleen and I have moved our home/office to Downtown. The reasons were pragmatic—we needed to eliminate stairs and downsize—but no less vexing.

We have moved from the edge of the forest (Forest Park) to the heart of the city. The flashing lights of the Portland sign on Broadway reflecting on our windows confirms that we are near the center of seemingly everything—the institutions of art, education, entertainment, government and commerce. Scars from the social unrest that put Portland on the top of national new reports in 2020 are also apparent.

What does that mean for a journalist long embedded in the everyday life on the quiet neighborhood streets and gathering places I have tread while picking up something to eat or walking the dog? I am now surrounded by tall buildings, seeing less familiar places, passing strangers who have yet to approach me with a query I have always found affirming, “Don’t you write for the Examiner (or that paper)?”

When our office was at Northwest 21<sup>st</sup> and Irving, it was not lost on me that a peculiar number of stories emanated from scenes just outside my windows. Every time I stepped outside, I was likely to encounter someone who stopped to chat. When we moved the office to Upshur Street, I began to pay extra attention to the paths between there and Wallace Park or the Northwest Library. Our address has been printed in every edition, and hundreds of readers—many unannounced—have knocked on our door to share news tips, seek assistance with an obituary or ad or express an opinion. I loved that. Many took comfort in knowing they could reach the editor without wading through impersonal screening technologies. Made some good friends that way and hardly ever encountered pests.



Can I find a neighborhood within the city’s core? I believe so, but ask me in the spring.

The move should not hinder the news-writing process. The meetings and activities I cover are just as accessible from our new place. Zoom calls know no geography. In-person events will still be within a mile or two of my base camp. But appreciating that the chance encounters and minute observations that trigger ideas are foundational, I will strive to periodically walk through my former neighborhood, all the while making mental notes about what’s different and what’s the same in the wider world.

Seeing new things can also put perspective on old things. You don’t realize what is quirky about your surroundings until you observe them from a distance, an experience that sheds light on both

realms.

It may surprise some readers that the Cultural District is generally cleaner and no more threatening than my old stomping grounds. That is due in part to the Clean & Safe program, a layer of extra security and litter removal funded by assessments on downtown property owners and residents. The adjacent residential neighborhoods are looking at this model and attempting to duplicate it in part with private security consortiums and voluntary cleanup programs. I am now in a better position to compare these programs in results and community acceptance.

In truth, I began covering the neighborhood issues of downtown about five years ago. My editorials have gradually become more citywide in scope. City Hall’s meddling in the internal affairs of neighborhood associations, which

kicked into high gear eight years ago, means that neighborhood issues cannot be untangled without delving into Portland’s bureaus and questioning elected officials. As our commission form of government is replaced by the most experimental amalgam imaginable, I will be dissecting the assumptions regarding neighborhoods and neighborhood associations. Will they be deemed part of the solution or part of the problem?

Examiner coverage will continue to emerge from a neighborhood point of view, always springing from the hopes and frustrations of people who create community and who try to make self-government work. If reporters are only as good as their sources, I sense that I will be tapping into a mother lode of outstanding ones, adding to the myriad I have been privileged to work with over the past four decades. ■

## Readers Reply

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

### Better ideas are out there

I have asked Zef Wagner of the Portland Bureau of Transportation on numerous occasions to step up and do what’s right for the underserved areas of Northwest Portland. He told me that a two-cycle light to separately control the Interstate 405 exit at Northwest Glisan is not possible, even though there is a two-cycle light at the freeway exit on Northeast Broadway near the Rose Quarter.

Mr. Wagner also told me that because buses run on

Northwest 18<sup>th</sup> Avenue, speed bumps could not be installed. But this was accomplished near Northeast 28<sup>th</sup> and Fremont.

He and several other PBOT engineers exemplify business-as-usual thinking that has resulted in pedestrian injuries such as those suffered by Rep. Suzanne Bonamici, who was struck recently near Northwest 19<sup>th</sup> and Everett in what could be called “the four corners of approaching death.”

Pete Colt  
NW 19<sup>th</sup> Ave.

### Dog park objections

In response to Roger Vrilakas’ comment about not imagining any rational objections to a dog park [“Has I-405 land gone to the dogs?” February 2023], I can review some of the objections I have heard in Old Town since 2017.

1. The Old Town Community Association is all business, so their primary objection to a dog park is that it won’t attract visitors, i.e. customers, for the fine array of hotels, bars, nightclubs and sex clubs. That

Cont’d on page 5

# The NW Examiner

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## Kay Van Hoomissen



Kay Van Hoomissen, who began her nursing career at the old St. Vincent Hospital on Northwest Westover, died Jan. 14 at age 90. Kay F. Haugdahl was born on May 9, 1932, in Chicago and grew up in Minnesota. She and her mother moved to Vancouver, Wash., where she graduated from Vancouver High School in 1950. She received a bachelor's degree in nursing from the University of Portland in 1954. That year, she married Richard Van Hoomissen. She worked as a school nurse at Lincoln High School and was a diabetes patient educator at Legacy Good Samaritan Medical Center for 15 years. She is survived by her husband, Richard; children, Michael, Cathy, Lisa, Pat and Carleen; 13 grandchildren; and one great-grandchild.

## Don Wrenn



Don Allen Wrenn, a peanut vendor at Portland Beavers baseball games while he was in high school, died Feb. 7 from myelodysplastic syndrome at age 81. He was born in Portland on March 1, 1941, and attended Beaumont Grade School and graduated from Grant High School in 1958. He received a bachelor's degree in business administration from Oregon State University in 1962. He worked for Dean Witter and Piper Jaffray in Portland before founding the investment firm of Wrenn/Ferguson with his sons and other partners. He retired from UBS Financial Services in 2015. He served on the boards of Oregon Food Bank, Columbia Pacific Council of the Boy Scouts of America and Rotary Club of Portland. He was a member of the Multnomah Athletic Club. He married Susan Margaret Smith in 1962. He is survived by his wife, Susan; sons, John and James; sisters, Mary Davis and Jeanette Miller; and six grandchildren.

## Marjorie Russell



Marjorie Russell, who attended Chapman Elementary School and graduated from Lincoln High School in 1941, died Feb. 5 at age 99. Marjorie Thompson was born on July 19, 1923, in Seattle. She attended Washington State University. She married Harry Russell, and they lived in Raleigh Hills for more than 60 years. She was a docent at the Portland Japanese Garden for 25 years and served on the Oregon Government Ethics Commission. She was preceded in death by her husband, Harry; and her daughter, Sue. She is survived by daughters, Harriet Russell and Robin Sanchez; four granddaughters; six great-grandchildren; and one great-grandchild.

## Beverly Hallman Butterworth



Beverly Hallman Butterworth, who co-founded the Mercantile Store on Northwest 23rd Avenue in 1966, died Dec. 30 at age 95. Beverly Moore was born Nov. 15, 1927, and grew up Waukesha, Wis. She received a bachelor's degree from Maryville College in Maryville, Tenn., in 1949. She worked as an advertising copy writer in Chicago and Philadelphia before moving to Portland, where she worked in public relations and was a fashion model. She married Tom Hallman, and they had three sons. They divorced in 1977. She wrote a weekly society column, "In One Ear," for The Oregonian until retiring in 1996. She married Ralph Butterworth in 1982, and they divorced in 1992. She was a member of the Multnomah Athletic Club and the First Presbyterian Church. She is survived by her sons, Tom Jr., Garth and Jason; sister, Marilyn Connell; and five grandchildren.

## Death Notices

**HAROLDINE 'HOLLY' (KELLER) HOSFORD**, 97, executive secretary for Marshall-Wells Hardware.

**FRANCES K. OUSLEY**, 90, the first director of Fruit & Flower Child Care Center.

**WALTER THOMAS MCGUIRK**, 93, grew up on Northwest Macleay Boulevard.

**BETTY J. SHOWALTER**, 87, worked for Consolidated Freightways for 30 years.

**RUTH ELLEN (NELSON) SASSER**, 85, 1955 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](mailto:allan@nwexaminer.com). Photographs are also welcomed. There is no charge for obituaries in the Examiner.

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Reader Ruth Ann Barrett finds The Fields Park off-leash area too distant for disabled residents of Old Town.

would be good for residents, not visitors. A skate park, on the other hand, would be good for visitors, not residents.

2. Portland Parks & Recreation has a policy that there be a dog park for every resident within two miles. The two-mile radius is ridiculous as dogs are not equally distributed around town. If you are in a wheelchair, it is 45 minutes one way to the one in the Pearl District, where the median household income of \$101,000 buys more voice. The disabled population in Old Town (25 percent) is twice that of the Pearl.

3. Multnomah County’s earth-quake-ready Burnside Bridge project provides a great opportunity to put a dog park under the new ramp structure, but they don’t have any money for such things. They are having difficulty funding an elevator for wheelchair folks and others unable to climb stairs.

4. Prosper Portland, which serves property owners and developers, says show us a landowner who is ready to put in a dog park. The median household income of \$25,000 in Old Town doesn’t buy any influence.

Ruth Ann Barrett  
NW Ninth Ave.

## Musical chairs

In response to your editorial, “The end-around justifies the means [February 2023],” the tri-county area is short roughly 50,000 housing units, with Portland accounting for around 30,000 of those. In the 88 percent of the city that is zoned for single-family housing, the attitude is roughly that everyone wants affordable housing, and no one wants it in their neighborhood. We all hate the proliferation of human misery we see daily on our streets. But as long as we are short this amount of housing so that having a roof over your head is essentially a game of musical chairs, this is what we will have.

You and I are graced to live in a part of the city that embraced multi-family housing 100 years ago, and we have reaped the benefits in a neighborhood that is walkable and can be well-served by transit. In most of the rest of the city, this only extends a few blocks from the major arterials. Would it change the character of the neighborhoods were we to legalize missing-middle housing throughout the city? Yes, but if the city as a whole is to thrive, that is what has to happen. When median housing costs exceed 30 percent of median income in a city, homelessness spikes.

There is something else driving the resistance to multi-family housing,

something that no politician who wants to keep his or her job will say: If we build enough housing to make it affordable for everyone, property values will go down.

We cannot afford to hold the good of the city as a whole hostage to the wishes of all the people who don’t want anything in their neighborhood to change. That is why I think that Willamette Week is right and that you are wrong.

David Lewis  
NW Pettygrove St.

## E-scooters hit bump

E-scooters have become part of Portland’s urban mobility scene, as they have in cities across the world. They have enabled efficient, convenient, clean, eco-friendly and equitable short trips throughout our city.

But those who move on wheels and people who move on foot do not mix well. In addition to accidents and injuries to riders alone, pedestrians have been struck and injured by those riding their scooters on sidewalks. Consequently, sidewalk-riding is prohibited.

Portland has been in a pilot program since 2018 to learn the pros and cons of this unique form of transportation before it becomes a more permanent part of city life. Last June, the city issued a request for proposals for e-scooter services intended to transition to rental services provided by city-licensed companies.

The program hit an administrative bump. “Due to an irreconcilable scoring issue,” it was decided to cancel the RFP, modify and repost it, inviting new proposals. The pilot program has been extended through this spring or summer.

Riding an e-scooter can be enjoyable. But for pedestrians on sidewalks, parkways and esplanades, not so much. Direct enforcement of e-scooter no-ride areas has been and will be next to impossible.

However, there is a fully developed proven technology that is self-enforcing: geofencing. Using GPS signals coupled with onboard inertial measurements, the location of an e-scooter can be determined while it’s in motion to within a couple of feet in less than a second. When a moving e-scooter is in a prohibited area of a city-defined onboard electronic map, it would be automatically depowered to coast safely to a stop, then repowered when the rider walks it back onto a street.

Geofencing is a must in any contract.

Bob Wright  
SW 10th Ave.

Judie Dunken  
REAL ESTATE

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Above: Echelon founder and CEO Alex Stone.



Right: Leif Spencer of Loving One Another working the street.

**“If this is successful, in two or three years this is going to be the blueprint for cities across the United States.”**  
**—Alex Stone, Echelon Protective Services CEO**

*“Private protection” cont’d from page 1*

Stone.

The four-phase plan began March 1.

**Phase I – Save the Day**  
Humanitarian outreach by two Loving One Another employees and three Echelon security personnel.

**Phase II – Own the Night**  
Longer shifts and additional security and outreach workers.

**Phase III – Security and Crisis Intervention**  
Security staffing increased to 24 hours a day, seven days a week.

**Phase IV – Additional services**  
Centrally monitored video surveillance, graffiti and trash removal and power washing.

Pearl neighborhood representatives are fully in on the venture, voting unanimously last month to contribute \$5,000 in PDNA funds to the conservancy. Four of the six board seats of the new organization are also on the PDNA board, where they have boosted the launch of a bigger, better system to tackle the district’s most critical and intractable problem.

Homeowner associations in every condominium building in the district are being asked to contribute \$20 per month per unit, and separate pitches are being tailored to major property owners and businesses.

PDNA Vice President Judie Dunken, who also serves on the conservancy board, told neighborhood members, “If you love your neighborhood and want to support this neighborhood coming back, work with us to champion it.”

Another with dual board affiliation, John Hollister, pushed for a \$10,000 donation to the conservancy because “this is the thing on everyone’s mind” and a bigger gift would motivate other individuals and entities to be generous.

The other member of both boards, Susanne Orton, said integration of security is critical.

“Our goal is for this to benefit everyone,” Orton said.

The idea was not hard to sell.

“We don’t have a safe community,” said PDNA board member Glenn Traeger, explaining why centralized private security may be necessary. “We don’t have a police department that’s keeping us safe.

“Who are people going to call? Do they call the police? No, because they know nothing is going to happen. Anything is certainly going to be a lot better than what we have now.”

“Everyone wants to see improvement,” PDNA board member Mike Street said. “This looks like the best game in town.”

PDNA board member Sally Mize, who sees the work of Echelon as she volunteers on the streets daily, said, “They are the best. You don’t get any better.”

River Pig owner Ramzy Hattar, who is also on the PDNA board, recalled a time when Echelon caught a person breaking into his bar, leading to an arrest. “They’ve been great for us in situations we’ve had to call them,” he said.

**Echelon tops**

How has Echelon and Stone its founder Stone, impressed so many people long



Northwest Community Conservancy President Ken Thrasher on duty with We Heart Portland last summer.

jaded by empty promises from government and nonprofit agencies?

Results on the ground speak for themselves, but Stone is also a charismatic communicator who knows his audience. His company motto, after all, is “security through community.”

Speaking to the coalition of inner West-side neighborhood associations last summer, Stone laid out his background and approach. As a child, he lived with his drug-addicted mother in a car for 18 months. He still thinks about what kind of outreach or message might have persuaded her to seek help.

Stone was again homeless for two years after arriving in Portland in 2010. Through

*Continued on page 8*

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# What happened to We Heart?

BY ALLAN CLASSEN

Last summer, the Pearl District Neighborhood Association went all in on We Heart Portland, a volunteer-oriented cleanup program. PDNA donated \$10,000, intended as seed money to help the local spinoff of We Heart Seattle match the citywide reach of the parent organization.

For three months, PDNA volunteers cleared tents and trash along Interstate 405 between West Burnside and Northwest Glisan streets. About two dozen neighbors, supported by preparatory contacts by veteran outreach workers, went out weekly. Areas cleared were protected by signs, fencing and bark mulch. Where there had been 45 tents, none remained by September.

The campaign was short-circuited by the Oregon Department of Transportation, which declared the fencing illegal and removed it, resulting in a gradual return of camping.

"It was very disheartening," said PDNA board member John Hollister, who had been volunteering two hours a day on his own in addition to the Saturday group events. "We did this with our own money."

PDNA leaders met with ODOT, but the agency would not budge, effectively ending the campaign and sending neighbors back to the drawing board.

Hollister could not see a future in doing it all again.

"One thing missing with We Heart was daily staff on the street," Hollister said. "It is too dependent on volunteers. I was going out every day, but it wasn't sustainable."

Ken Thrasher held great hope for the We Heart Portland initiative but concluded that the Seattle-based organization did not have the staffing or resources to expand its scope here.

"We Heart was more of a pilot for us," Thrasher told the NW Examiner. "We were not sure it could scale up."

Echelon Protective Services nonprofit auxiliary, Loving One Another, already had two staff members, with potential to add more.

"We just felt that Loving One Another had that scalability," Thrasher said.

Now two PDNA board members are questioning the

changing of horses in mid-stream and with the creation of the Northwest Community Conservancy to contract exclusively with Echelon/Loving One Another.

Mike Street, who was part of the We Heart effort, said he is not against the new venture, but has questions.

"I don't understand the relationship between the Northwest Community Conservancy, with several board overlaps," he said.

Four PDNA board members are also on the conservancy board, which has a total of six positions.

He wonders if there is a conflict of loyalties in PDNA board members giving neighborhood funds to an outside organization they control.

Street also has doubts about relying on Echelon as the sole beneficiary of conservancy contracts.

"Everyone seems to think this is a great organization," he said, "but I have never seen any kind of presentation on their success."

Street was the only PDNA board member to abstain from the vote to give Northwest Community Conservancy \$5,000.

"I didn't think I could vote to give more money without some answers," he said. "That's why I abstained."

He also wonders what happened to PDNA's partnership with We Heart, an organization that inspired so much energy and community involvement.

"I don't know if we even have a relationship with We Heart anymore," he said.

Mary Sipe voted for giving \$5,000 to the conservancy but now has misgivings.

"I'm concerned with these four board members being on both [bodies]," Sipe said.



We Heart Portland volunteers cleaned Interstate 405 land last summer.

The city's defunding of the Southwest Neighborhoods Inc. for financial irregularities three years ago sensitizes her to increasing City Hall scrutiny over the financial dealings of neighborhood organizations.

She believes PDNA's creation of a spinoff organization deserved more deliberation than it received. The transfer of funds was discussed, but the appropriateness of creating the conservancy in the first place was never a board agenda item.

Andrea Suarez, founder and executive director of We Heart Seattle, told the Examiner she does not fault PDNA for going another direction.

"Echelon presented a solution, and we didn't," she said.

Still, Suarez believes there is something special when large numbers of people roll up their sleeves and take on a civic challenge.

"The magic of the We Heart model is civic engagement," she said.

The program has thrived across Seattle as volunteers, individually and as part of other organizations, work side by side to repair their community, she said. The changes are both visible and beneath the surface, as large sectors of the population better understand the challenge and its political ramifications.



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Alex Stone and his team staged an outreach event at the Scottish Rite Center on Southwest 15th Avenue.



Echelon guards are a familiar presence on the streets of Old Town and inner Westside neighborhoods.

"Private protection" cont'd from page 6

a life-transforming journey involving service in the military and in law enforcement as well as "asking everyone I could," he tapped into broader theories on how societies work and how they break down.

The problem at Portland's center evolved as citizens stopped occupying public spaces, a trend heightened by but not limited to the pandemic, he said. The vacuum allowed campers and criminals to dominate parks and sidewalks, chilling commerce and causing people who normally exert a sense of ownership of the public realm to retreat. Stone calls this process divesting.

"When people divest, it opens space for the criminal element to step in to make money," he said.

When that happens, policing alone cannot restore the social patterns that keep communities safe. The work of police is necessarily about taking away people's freedoms, he explains, which does not instill trust among those living on the street.

"More police aren't the answer," he said. "You have to have community engagement."

Stone is often asked how private guards can accomplish more than police departments to bring about community safety despite having fewer "tools" to control conduct.

Stone said his personnel rely on communicating and building trust with the homeless population, establishing sources who tell them what's going on and who the criminals, drug dealers and predators among them are. Stone said most homeless people will move on if asked to do so. Those who refuse are usually criminals, and they in turn will also leave if their "clients" seek shelter or go elsewhere.

When a tolerable level of public safety is established, community activities and presence completes the transformation, one of Stone's favorite words, whether applied to communities or individuals overcoming their addictions.

Stone envisions free guided tours of

historic landmarks, such as Old Town's tunnels, and regular gatherings in parks drawing tourists daytime and evening.

Stone connects these local strategies to the philosophy behind the nation-building work of the CIA and the Marshall Plan in Europe after World War II. You build community relationships so all feel safe, and then you spread democratic ideals within autocratic societies, he said.

He thinks big, and the conservancy is a big part of his current thinking.

### National model

"What's unique about Northwest Community Conservancy is we're going to do this for an entire neighborhood," Stone said. "It's not just for a park or street."

"If this is successful, in two or three years this is going to be the blueprint for cities across the United States."

Stone founded Pacific Green Protection Inc., providing security services and exterior cleaning services, and registered it

with the state in 2018. The following year he filed a DBA for Echelon Protective Services and in 2021 he added another DBA for Pacific Echelon.

Echelon is another one of his favorite words. Echelon is a term used to give military units directions. For his companies, "it shows community and forward momentum."

The security business he started in Portland now has clients in California, Washington, New Mexico and Colorado

Echelon's reputation took a notable hit from a 2021 Oregon Public Broadcasting series alleging incidents of excessive force while also asserting that private security companies in the state have no effective public oversight.

Stone called the report "100 percent lies" and said he asked OPB for retractions without success. ■

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

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# GREATER NORTHWEST PORTLAND DEVELOPMENT MAP

# SLABTOWN PDX APARTMENTS

Construction nears completion on the first of a pair of apartment buildings on a lot fronting on both Northwest 24th Place and 25th Avenue south of Vaughn Street. Each is four stories and has 19 units, avoiding the number of apartments that would trigger a share to be affordable under Portland's inclusionary zoning program.



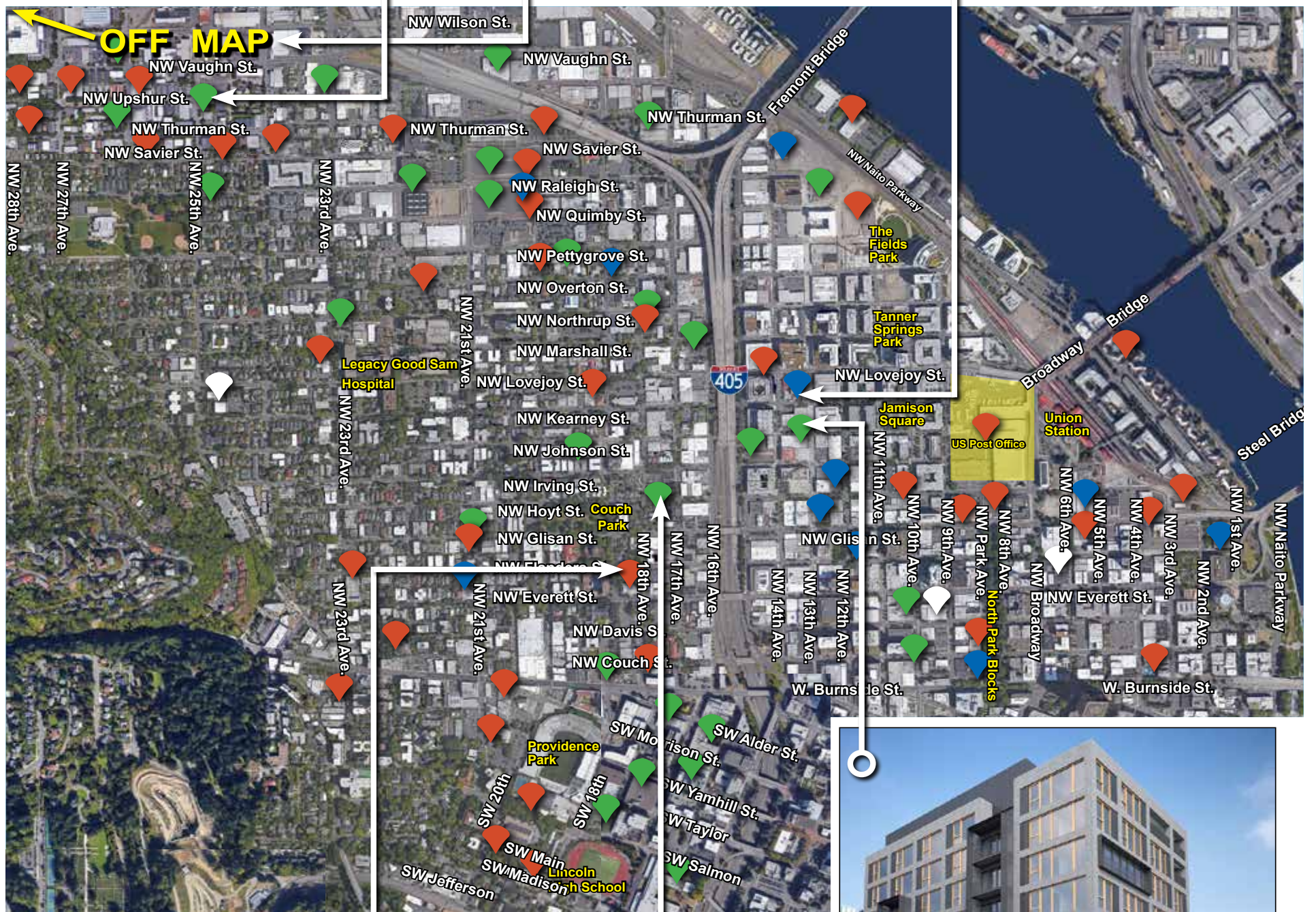
**2925 NW NICOLAI ST.**

An industrial services company will be the first occupant of a new commercial building on Northwest Nicolai Street near 29th Avenue. The site formerly had a self-service car wash.



# THE WELBY

Killian Pacific expects to begin construction on a 21-story mixed-use project called The Welby. The Portland-based developer has proposed several development schemes for the site, including using the full-block, in the past seven years but is sticking with a half-block development despite the recent closure of Basics Market, the main tenant in the existing two-story building along Northwest Lovejoy Street.



## CULTURAL CENTER

The Las Vegas-based developer of the Northwest Neighborhood Cultural Center, 1819 NW Everett St., needs more time to acquire funding to complete the \$4.75 million purchase. At the annual meeting of the nonprofit cultural center last month, members informally supported an extension of the closing date to Jan. 31, 2024. Founders Development is covering all costs of maintaining the property and paying \$50,000 a month to the center until the sale is finalized.



**615 NW 18TH AVE.**

A real estate broker who bought the 1900 house at 615 NW 18th Ave. last September intends to repair serious damage caused by a fire in December. Alex Ianos of Happy Valley told the NW Examiner, "We're working to restore the house to its former glory."



## DOCK 59 APARTMENTS

Units at Dock 59 Apartments at Northwest 13th and Johnson streets are available for as little as \$1,230 for a 308 square foot studio. The largest units are 967 square feet, renting for \$2,550.



Proposed	Under Review	In Construction	Other
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For an interactive and continually updated version of this map, visit:  
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Also see the development map maintained by the Goose Hollow Foothills League:  
[goosehollow.org/images/GooseHollowDevelopmentMap.pdf](http://goosehollow.org/images/GooseHollowDevelopmentMap.pdf)





# Asian Noodles for Cold Weather



A fragrant bowl of AFURI ramen soup with an extra egg.

BY MEL SANDHILL

Asian soup noodles make for a comforting, healthy and relatively quick meal, ideal for a work lunch or a lingering dinner with friends. Historically, a bowl of soup noodles didn't set the budget back too badly, although in this inflationary "post" pandemic world it costs north of \$15 at each of the restaurants below. Try one if you feel like noodling around.

## AFURI ramen + Dumplings

Doubtless the fanciest and priciest of the noodle soup venues, AFURI at 1620 NW 21<sup>st</sup> Ave. has a spacious classy high-ceilinged modern industrial vibe that will impress business clients, out-of-town visitors and dates alike. The noise level is moderate. The bouncy and chewy noodles are made in-house, and during a recent visit during a weekday lunch hour, its popularity was clearly in full swing as evidenced by the full house. The waitress ushered me to the long table up front where there was single seating with a view of the hard-working and cleanly uniformed workers in the modern open kitchen boiling noodles and making broths while I waited for my order.

My bowl of noodles, the hazelnut tatanmen, did not disappoint. Fragrant, with a hint of perfectly balanced ginger and miso umami, the complexity of the broth along with the *al dente* texture of the curly noodles imbued a sense of transcendence. I ordered an extra egg and enjoyed my bowl of high-class ramen in the beautiful setting. During another visit, the tonkotsu shio ramen was equally impressive along with the pair of crispy eggs that appeared to be the Japanese version of Scotch eggs.

Conclusion: AFURI set me back \$24 (with tip) during my first visit and even more my second visit. Although pricey, the food delivered calm, harmony, warmth and tastiness. There also is a beautiful bar with sake and cocktails.

Caveats: For a higher-end place espousing

harmony with nature, decent reusable chopsticks would be appreciated. Afuri has a siesta break in the afternoon, so if you miss the lunch hour, you are out of luck between 2:30 p.m. and 4:30 p.m.

## Boxer Ramen

Boxer Ramen, once located in a small venue on Northwest Kearney Street, has upgraded to a fancier setting a few blocks away at Northwest 23<sup>rd</sup> and Quimby. Your date will be impressed with the sharp crisp décor, complete with beautiful bowls and plates. The service was solid, and the ramen noodles were of decent quality. Boxer Ramen does not take a siesta break, remaining open for a happy hour with discounted appetizers, such as the delicious chicken karaage.

Although not as chic as AFURI, it is intimate and has ambiance. The soup was on the salty side with less complex than AFURI's, but the servings were larger and the chopsticks are reusable.

## Lela's Bistro

Just down the street in an old house at 1524 NW 23<sup>rd</sup> Ave. is a pho place that's been around since 2015. Unlike at AFURI and Boxer Ramen, you order at the counter and seat yourself. The pho came piping hot with solid home-style Vietnamese fare in a homey, down-to-earth setting. Toppings come in plastic containers.

Other places in the area with noodle soups include Top Burmese and Boiling Bowl.



Boxer Ramen noodle soup is heavier on the salt and the ladle.

# NOBBY NEWS

Vol. 29, No. 3 "News You Can't Always Believe" March 2023

## Defending our air space

There's a secret to making the best hamburgers in Northwest Portland, and we at the Nob Hill Bar & Grill recognize that forces out there would like to get their hands on it. That's why we are constantly on guard, searching the skies for spy planes and other flying craft from other parts of the globe trying to sneak a peek at our secret recipe.



Last month, our rooftop surveillance team spotted an airborne object having an appearance consistent with a "weather" balloon approaching from the east, which we all know is the direction of China. Comalli immediately activated the emergency diagnostic protocol—"It's a bird, it's a plane ..." before confirming the severity of the threat.

Anyone observing a mysterious craft flying over the vicinity of the Nob Hill Bar & Grill is asked to call our 24-hour hotline number: 1-800-EATWELL.

Our interceptor biplane mounted with an official Daisy Air Rifle BB gun is ready to take whatever action is necessary.

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## Soccer Watch Parties are back

We show all Timbers and Thorns games in our Commons and/or Courtyard

We are hosting official Watch Parties on April 1:  
Thorns @ 10am  
Timbers @ 5:30pm  
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Kathy and Terry Peterson and their children, Andy and Kelsey.

# Dockside founders hand it off to longtime customer

By Allan Classen

Kathy and Terry Peterson, who owned and operated the Dockside Saloon & Restaurant on Northwest Front Avenue for 37 years, are now considering more recreational pursuits for their Saturdays and Sundays.

“We’ve worked weekends our entire life,” said Kathy Peterson, who now lists travel, going to festivals and spending time with grandchildren as possibilities. Terry would like to play some golf.

The Petersons sold their old-school eatery to Alex Bond, their friend and regular patron who owns half a dozen restaurants in the Portland area. Bond vows to keep the tradition going, keeping the same employees and menu, if not the perfect attendance.

“My motto is, do no harm,” he said.

He may not be there every day, but the Petersons’ legacy will be, both figuratively and literally because their son and daughter, Andy and Kelsey, are remaining on staff.

“They’ll keep me honest,” Bond said.

Dockside had been open seven days a week until COVID hit, and Bond is aiming to restore daily hours as soon as additional workers are in place and they are able to ensure quality and

consistency. He expects no obstacle in finding those workers.

“Everyone wants to work here,” he said.

Kathy Peterson said she and Terry never thought of retiring, imagining a day when she might be waiting tables in a wheelchair. But she is 67 now, and Terry, whose health has “been a little rough” for the past two years, is 71.

They thought of passing the business on to their children, but Andy and Kelsey, perhaps reflecting on a life without free weekends, were not on board with the idea.

Bond was the only person they considered as their successor.

“Kathy, I would be honored to take over the Dockside,” he told her.

She has no anxiety about his ability to do it right.

“As a customer here, he knows what works,” she said. “I think he’s got it dialed in. Any changes he makes will be positive.”

Bond, who owns two other establishments in Northwest Portland, Serratto and the Lighthouse Restaurant & Bar in Linnton, is happy to blend into the woodwork at his new place.

“I just want the story to be about Kathy and Terry and the Dockside,” he said.





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A pickup was knocked onto its side across Northwest 24th Avenue in 2016 after a collision with a vehicle traveling on Northrup Street.

"4-way stop" cont'd from page 1

had one crash," Duchene said. "It's gone down much more than I ever imagined."

Duchene sees no need for the concrete barriers defined as "improved pedestrian crossings" installed along 24<sup>th</sup> Avenue in recent years.

"Take away the yellow things," she said. "Give me four-way stops."

Most of the "yellow things" are part of NW in Motion, which is also unpopular with members of the Northwest District Association Planning Committee. Since the program's adoption in 2020, NW in Motion is on track to complete about 65 projects in the Northwest and Pearl districts by the end of this year.

Frank Bird, who was NWDA president for seven terms between 1996 and 2007, was the primary force in getting

four-way stop signs at Northwest 28th and Thurman after a cyclist was killed at that intersection.

"I had been advocating for a four-way stop at that particular intersection for some time," Bird told the NW Examiner recently, "mostly because of the speeding on Thurman. Not only did I get the four-way stop but also the flashing red light. Soon after, four-way stops were installed along Thurman at 27th, 26th and 24th.

"I firmly believe in the effectiveness of the four-way stop," he said.

NWDA President Parker McNulty would trade the whole NW in Motion program for four-way stops at every intersection, and he is not alone.

Roger Vrilakas, a 40-veteran of the Planning Committee calls PBOT's traffic calming strategies "utter lunacy." By thwarting many traffic routes, he argues, they confuse and frustrate drivers, creating pinch points that didn't exist before while defeating the flexibility of an open street grid.

Vrilakas says four-way stops are cheaper and safer than PBOT's interventions, an assessment that the bureau might reach itself if it collected data before and after more novel stratagems are employed.

PBOT considers four-way stops an interim measure at intersections where traffic signals are called for. The bureau's website requires that "five or more reported crashes in a two-year period [if] the crashes would likely have been prevented by an all-way stop."

The full criteria are more complicated, allowing for a combination of factors, including vehicle speed and volume.

Though signals are considered the official gold standard for busy intersections, their cost limits installations. PBOT needed to tap a neighborhood-controlled financial stream to come up with the \$1.1 million needed to signalize West Burnside Street at St. Clair Avenue, where two pedestrians were killed last year. The project is to be completed next year.

But could low-cost stop signs actually be the best option for safety?

Dennis Harper, another member of the Planning Committee, has taken the cause to Mayor Ted Wheeler, emailing an article written by Jeff Speck, a city planner and author of books on walkable urban solutions.

"It confirms exactly what I have been trying to convince PBOT of: that all-way stop signs rather than stoplights would make the four cited neighborhood speedways much safer for everyone, pedestrians and vehicles," Harper wrote.

Speck's treatise asserts, "Engineers have been aware for a quarter century that replacing traffic signals with four-way stop signs saves lives. When Philadelphia removed the signals from 472 intersections in the 1970s, severe injury crashes dropped by 62.5 percent. Yet engineers still routinely place traffic signals where stop signs should go."

Speck explains why stop signs work so well.

"Research now suggests that all-way stop signs, which ask motorists to approach each intersection as a negotiation, turn out to be much safer than signals. Unlike with signals, no law-abiding driver ever passes an all-way stop sign at more than a very low speed, and there is considerable eye contact among users. People walking and biking are generally waved through first. And nobody tries to beat the light."

While Speck's position runs counter to the Federal Highway Administration's Manual on Uniform Traffic Control Devices, rigid application of written standards was turned on its head after civic leader Sara Cogan was killed while crossing Northwest 23<sup>rd</sup> Avenue in 2006. Then-Transportation Commissioner Sam Adams declared that PBOT policy against painted crosswalks was wrong in this case and ordered broad "zebra stripe" markings at all Northwest 21<sup>st</sup> and 23<sup>rd</sup> avenues intersections.

The official rationale had been that markings imbued a false sense of security among pedestrians, leading to more collisions. The "unwarranted" crosswalk treatments in Northwest Portland have proved popular and apparently

effective. PBOT has no tally of ensuing crashes or injuries and Schafer confirmed that there is no plan to remove them.

Still, the threat of over-reliance on traffic controls remains a concern.

Planning Committee member Regina Hauser said drivers "blow through 25<sup>th</sup> and Raleigh" despite its four-way stop.

Phil Selinger, a former chair of the NWDA Transportation Committee who now speaks for an independent advocacy group, Northwest Active Streets, said, "Over-reliance on four-way stop signs leads to complacency with motorists ignoring or rolling through stop signs. There is no assurance that a four-way stop will reduce speeds, while they do introduce elevated, localized noise and pollution."

Selinger does consider the four-way at 24<sup>th</sup> and Northrup appropriate, however, given particular sightline issues.

"The former NWDA Transportation Committee also joined neighbors in overcoming PBOT's resistance to making an exception to the traffic warrant for that conversion," he said.

Speck acknowledges that four-way stops may not be the best approach in every instance. That's why he recommends testing before taking elaborate or permanent action.

"There is no reason to conduct an expensive study on this subject," Speck wrote. "For each intersection with traffic that is moderate and fairly balanced, conduct a one-week test of an all-way stop configuration. If problems don't arise, make it permanent." ■

**"Take away the yellow things. Give me four-way stops."**  
**—Jenny Duchene,**  
**Northwest resident**

# Wallace Park Sustainability Fair

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- Backyard Bird Shop (Wildlife)
- PGE (Alternative Energy)
- Urban Village Designs (Landscaping)

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- Repair PDX (Household Repair)
- Food Front (Bulk Buying)
- Bold Reuse (Takeout Containers)

### Recycling

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- Master Recycler (Information)
- Free Geek (Electronics)
- Agglyx (Styrofoam & Plastic)
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John Tomlinson back at his old home in Lucretia Court Apartments.

BY JOHN TOMLINSON

As late as 1965, Northwest Portland was an intact, unexploited neighborhood, reflecting the past more than the future, perhaps, but very safe and clean. This neighborhood was filled with single people and students because families with children lived mostly in the suburbs.

I rented a small studio that summer at the Lucretia Court Apartments on Northwest 22nd Place for \$35 a month. I had a view out my back window of Henry Thiele's restaurant on 23<sup>rd</sup> Avenue, and you could see the old Rose City Transit buses passing regularly.

The building manager lived in the basement, and she commanded respect because she had her hand on everything that was going on in the building. Every apartment building in Portland in the 1960s seemed to have a live-in manager, usually living in the basement.

The draft board called me up and I went to Vietnam, so I didn't see Northwest Portland for three years. Once back, I rented again at Lucretia Court while finishing my college degree. My one-bedroom apartment rented for around \$75 a month and my electric bill was under \$4. Phone service cost around \$9 a month, and the phone company owned the phone and installed it for you.

We called the neighborhood the Northwest Flats to differentiate it from the wealthy residential districts in the hills. Businesses in the neighborhood were mostly small and independent, but there was a Thriftway supermarket (now Trader Joe's) on Northwest Glisan Street and Fred Meyer was owned by Mr. Fred Meyer, who lived a few blocks away in the Envoy Apartments. At Eve's Buffet, named for Mrs. Fred Meyer, you could get breakfast for 99 cents and pick up The Oregonian for 25 cents.

Across Burnside, the Portland Beavers still played baseball at the old Multnomah Stadium on a real grass diamond, and the groundskeepers and team personnel were often seen across the street at the Kingston tavern. Overlooking the stadium, the Multnomah Athletic Club was still in its Italianate palace that looked more like a country club. It was replaced in the 1970s with the current facility that looks more like a barn.

Entertainment was plentiful in northwest Portland in the 1970s. Cinema 21 still played first-run movies, and the Esquire Theater on 23rd showed "The Exorcist" with warning signs that a registered nurse was on duty in case anyone fainted or got sick from the shock.

There were bars and restaurants all over the place. Who can forget The Gypsy across from Cinema 21, Dandelion Pub and Foothill Broiler— know for its charbroiled burgers—were in the Uptown Shopping Center. John's Meat Market was where Elephants Deli is now.

Rose's Delicatessen served legendary entrees and gigantic desserts at 23<sup>rd</sup> and Flanders for 55 years until closing in 2011.

The monumental red-brick St. Vincent Hospital looked down over Northwest Portland from Northwest Westover until it was torn down in the mid-1970s. For a time, one could explore the abandoned wards and endless corridors, a haunted house without an admission fee.

# Remembering old Northwest Portland



Top: A different lineup of restaurants filled Northwest 21st Avenue in the 1960s.

Right: Henry Thiele restaurant (center left) was a landmark at Northwest 23rd and West Burnside. Portland Archives A2001-007.666

Bottom: Celebration of the 1977 Trail Blazers championship overtook Downtown and Northwest Portland.



Montgomery Ward on Vaughn Street still had a retail store on its lower floors, and railroad boxcars were unloaded in the basement caverns.

Harris Wine Cellars on Thurman Street was the place for great wines just as the Oregon winemaking industry was discovered.

Farther up Thurman, Food Front Cooperative Grocery introduced healthy food long before corporate stores took the concept mainstream.

Most apartment buildings had soot-spewing oil or coal furnaces, and there might even have been a few old sawdust furnaces around from the pre-war days. In the 1980s, many of the old basement boilers were switched to natural gas.

Northwest Portland was considered edgy and radical. Along with inner Southeast Portland, it was a center for hippie culture. Houses were turned into "communes," including Bill Walton's home on Northwest Kearney. Walton became the city's first

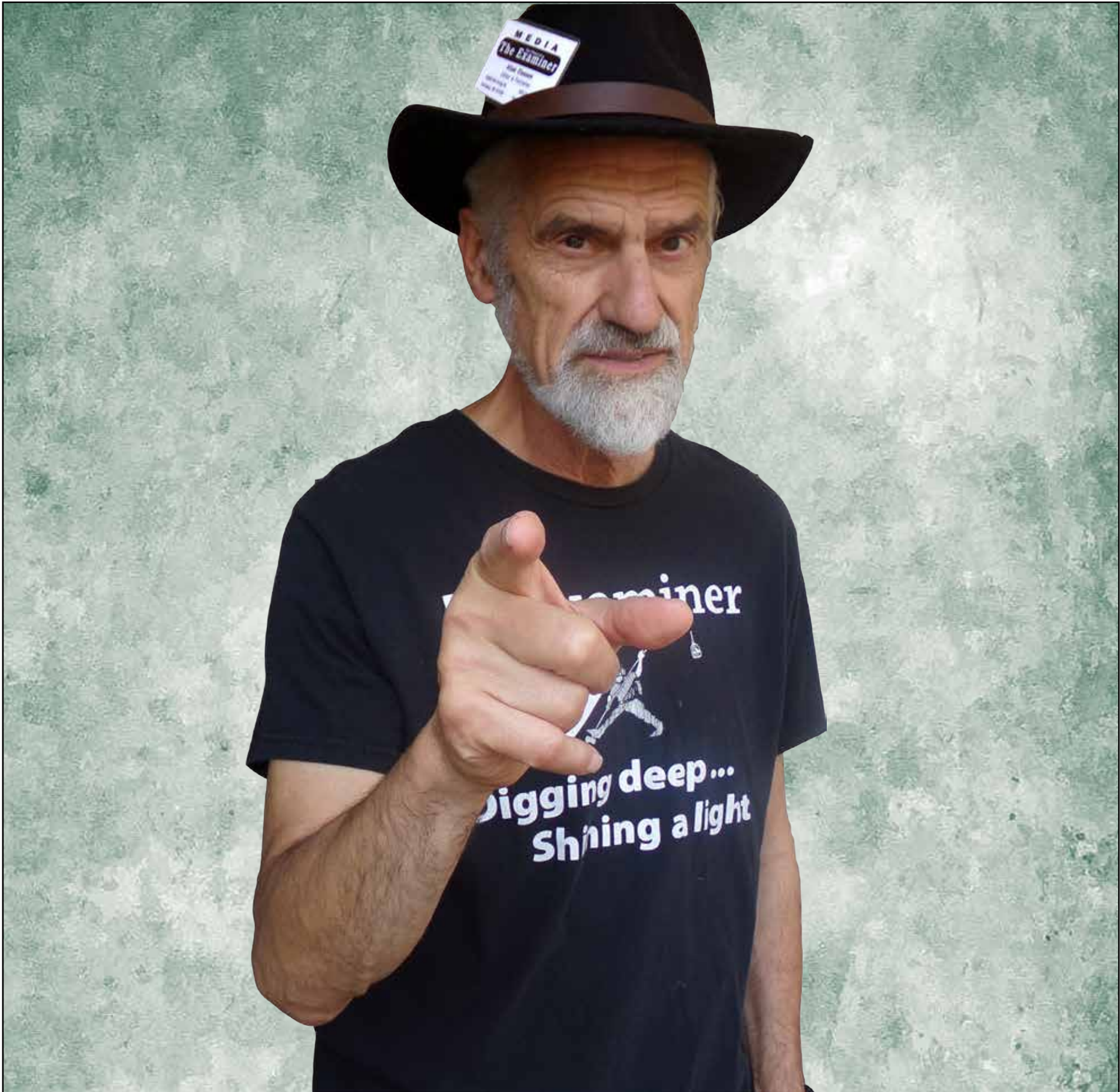
citizen by leading the Blazers to their only NBA championship in 1977, an event that spewed huge crowds from Memorial Coliseum over the Broadway Bridge and down into Northwest Portland and Downtown. It was mayhem.

There was a pesky rumor from the radical '70s that Patty Hearst may have hidden briefly in the neighborhood because of her connection to William and Emily Harris, a radical couple that had Northwest Portland connections. It's probably not true, but it makes a great story.

This neighborhood is still a great place to live. It may no longer be as affordable, but lessons from its history are free to anyone caring to read or listen to someone who lived through it.

John Tomlinson is a lifelong Portland resident who retired from the U.S. Army as a senior non-commissioned officer in 2004. ■





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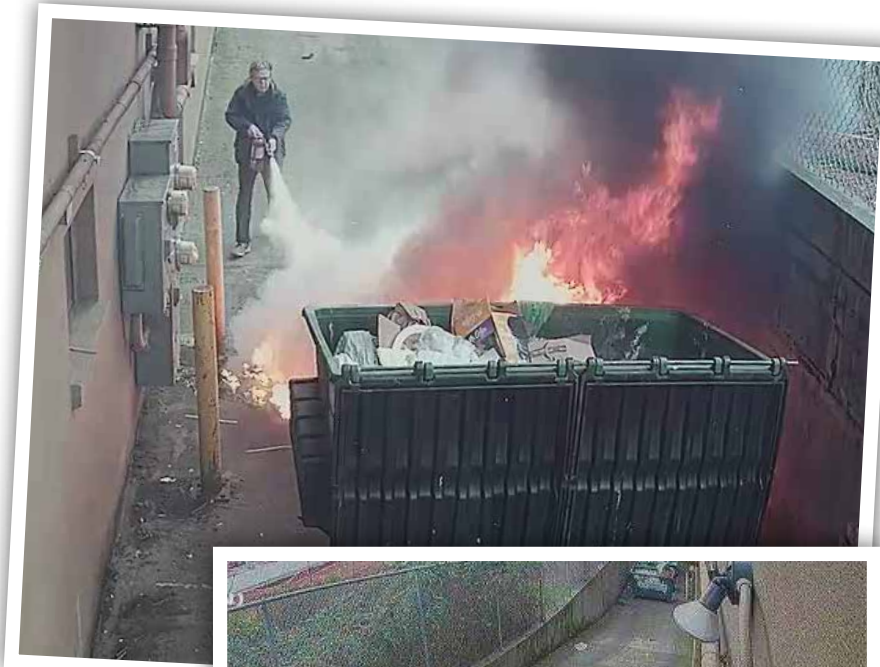
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A landscaping truck with attached trailer went off the road near the intersection of West Burnside Street and Southwest Barnes Road last month. Two large tow trucks were required to pull the vehicles from a ravine. A car also crashed nearby along this hilly stretch of road categorized as a high crash network street by the Portland Bureau of Transportation.



A Feb. 18 dumpster fire at the Empress Condominiums, 20 NW 16th Ave., was apparently started by the person shown walking along the property moments later. Crystle Lorraine Knoke, 35, was arrested soon after, booked for arson and held in the Multnomah County Detention Center.



Portland Parks & Recreation plans to remove four of the six light poles in Wallace Park because their anchors are structurally unsound and “could pose life and safety hazards to the public.” Some of the four may be replaced within 16 months. Norm Duffett, president of Friends of Wallace Park, questioned the estimated \$62,000 average cost for each pole replaced.



Last month's snowstorm interplayed with trees to create picturesque scenes. Photo by Wesley Mahan

Stadium Fred Meyer removed self-service bottle return machines last month. Recyclers have been faced with a diminishing number of stores that still provide redemption service to the public, such as Food Front Cooperative Grocery.







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