

"Digging deep,
Shining a light"

INSIDE



p. 3
No advice
needed



p. 8
Co-op issues
one choice
ballot



p. 10
Restaurant robber
afoot

MAY 2024/ VOLUME 37, NO. 9

FREE

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

Railway can't escape the zoo

BY ALLAN CLASSEN

Portland's favorite railroad has been confined to the Oregon Zoo for 11 years, all escape routes facing uphill political climbs filled with switchbacks and false summits.

Unlike in the children's classic "The Little Engine That Could," the Washington Park and Zoo Railway needs all the help it can get from its friends, and that still may not be enough.

Petitions to Restore the Rose Garden Loop signed by more than 42,000 citizens have been collected by Friends of Washington Park and Zoo Railway, a nonprofit given a boost last year by a merger with a task force of the Arlington Heights Neighborhood Association.

Kathy Goeddel, who chairs the organization, takes a long-term approach, working behind the scenes to educate elected officials while gradually ramping up public outreach.

The popular railway hit a bump in 2013 that turned into something far more drastic.

"In 2013, the historic railway connecting the Oregon Zoo to Washington Park closed so that the zoo could do some remodeling," Goeddel

said. "It didn't reopen."

The remodeling led to a finding that the winding track through the forest was no longer safe due to erosion under the rail bed. There were no funds to repair it.

In 2018, the Portland City Council offered a permanent "solution"—replace the track with a multi-use path—and formalized it as part of the Washington Park Master Plan.

Friends of the railway overcame that obstacle by gaining state support on the way to having the railway listed on the National Register of Historic Places in 2020.

The historic designation makes it exceedingly difficult to remove the tracks, but it does nothing to repair them. An agency already cool to the idea of bringing back the whole railway offered large estimates for the costs to do so.

"We're looking at less than \$2 million to fix all the grid walls and everything that needs to be done," Goeddel said. "Shannon & Wilson, the premier rail geotech firm in the Northwest, did a really comprehensive study. We know it can be

Cont'd on page 6

Luxury conversion wows community members

BY ALLAN CLASSEN

A white elephant is becoming an exclusive social club.

Longtime neighbors who knew the 1909 masonry landmark at 1819 NW Everett St. as the Northwest Service Center, home of shoestring social agencies and neighborhood gatherings, are amazed.

Directors of the nonprofit Northwest Neighborhood Cultural Center, which owns the building, were thrilled to find a buyer willing to pay \$4.75 million for the vacant property in 2022. Founders Developments Inc. of Las Vegas saw possibilities that locals did not.

Though the company was unable to complete the purchase that year, it has been making \$50,000 monthly payments to keep the agree-

ment in place while assembling a team of top national architectural, engineering, construction and interior design firms. Construction, which is estimated to cost \$70 million, could begin early next year.

The team presented computer-generated images at the center's annual meeting last month, drawing reactions ranging from "mind boggling" to "bowled over."

"The presentation was stunning, absolutely magnificent," said Roger Vrilakas, a president of the center's board of directors for many years.

How did Founders find rich possibilities in a building officially having almost no economic value?

(The Multnomah County Assessor's office estimated the land to be worth \$4.1 million, but

Cont'd on page 12



The club level of the building will take full advantage of natural light from the dome.



Neighbors say bicycles are almost never parked at the racks around ASA Flats.

Squatters take refuge around bike racks, city takes their side

BY ALLAN CLASSEN

If campers and bicyclists are Portland sacred cows, they are particularly hard to dismiss in tandem. Neighbors in and around the ASA Flats building at 1200 NW Marshall St. can testify to that.

Pearl neighborhood Clean Team volunteer Linda Witt gave it her best shot.

"I complained to Greystar Prop-

erty Management about the people urinating and the trash in the alcoves starting in 2018," Witt said. "The management company was also fed up with the urine and trash, so in February 2019, they gated all their alcoves."

Metal screens with lockable gates barred access to all five recessed sections of the full block structure.

"Everything was wonderful for

a year or more. Then code enforcement said they couldn't block bike rack amenities," she said.

A complaint filed with the Bureau of Development Services in 2019 set off a series of inspections and threats of fines until Greystar considered possible solutions before it removed all barriers last fall.

Cont'd on page 5

ROMANTIC OLD WORLD HUNTING LODGE
IN THE HEART OF DUNTHORPE



1837 S Greenwood Road

The Historic "The Percy Smith House" was built in 1922. With this recent sale, only three families have occupied the home for over 102 years. During their stewardship, they hired only the best architects, designers and craftsmen to maintain and restore Mr. Smith's vision. Today this home is a timeless treasure trove of handcrafted works of art with incognito modern luxuries. A secret staircase, off the two-story vaulted living room, leads to the lower level movie theatre, wine cellar and party room. The garage, with guest quarters above, adjacent outbuildings, verandas and patios were thoughtfully designed as if they were original to the home. The surrounding 2.99 Acres of gardens, which are registered with the Smithsonian Institute, provides delightful horticultural experiences. Located within minutes of town.

5 bedrooms / 4 full baths plus 2 1/2 baths
Grand Living Room, Family Room, Movie Theatre
8148 SF (Approx.) plus 610 SF (Approx.)
detached guest quarters
RMLS #23438332
\$3,350,000

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2537 NW Mildred Street

Bring your martini shaker and step into the Rat Pack Era in style with the iconic Mt. Hood as a backdrop! This home is for entertaining friends and family with a Pacific Northwest flair. The spacious living room features floor-to-ceiling windows, a wood-burning fireplace can easily accommodate a grand piano. The formal dining room offers a space for easy conversations and views of the cityscape. Hammish Murray Construction updated the sleek kitchen in 2016 with stainless appliances, quartz counters, abundant storage and glass tile backsplash. Hammish Murray also designed a stunning Roman bath area with both a sunken tub and rain shower for the primary suite. The in-ground heated pool was recently resurfaced and is surrounded by an expansive patio and hardscape. Conveniently located in Kings Heights above NW 23rd Avenue where you'll find local boutiques, nationally recognized restaurants, coffee and ice cream, Pottery Barn and cultural offerings. Groceries are available at Zupan's, Trader Joe's and New Seasons. Close to the Alphabet Historic District, Providence Park and the Pearl District.

Hiking trails are just minutes away in Forest Park, Pittock Mansion, Portland Japanese Gardens, the Hoyt Arboretum and the Oregon Zoo. Easy commute into downtown or Sunset Corridor without the use of freeways.

2 bedroom suites / 2 1/2 baths
Heated Swimming Pool
2095 SF (Approx.) / RMLS #24376413
\$795,000

MASTERFUL RESTORATION BY MCCULLOCH
DESIGN/BUILD FIRM IN HISTORIC IRVINGTON



1729 NE Stanton Street

McCulloch Design/Build, known for having an "Obsession with Excellence" did a masterful restoration to "the studs and up" with all new systems, roof and exterior gardens in 2020-2021. McCulloch was brought in for additional upgrades and a refresh in 2024. A home for all ages and stages with 2 primary suites: 1 up and 1 on the main. A versatile layout lends many options for multi-generational living to aging in place, or various guest / in-law hosting. A better-than-new home with a seamless balance of restoration, preservation and modern incognito luxuries where it's impossible to discern between original, new or reimaged. A harmonious balance between interiors and exteriors ensure that the gardens are appreciated from both inside and out. A gracious open floor plan between the living, dining room and kitchen is ideal for entertaining. A modern take on a kitchen inglenook with a dramatic vaulted, skylit breakfast nook is perfect for afternoon tea or morning coffee. The dining room has 13 French pane windows and doors that open on two sides to the wrap-around poured concrete patio. A covered amphitheater with a gas fire feature is perfect for summer evenings--it even has a secret on-demand rain water feature. Located in the desirable Historic Irvington neighborhood.

5 bedrooms (including 2 primary suites)
4 1/2 baths
Covered amphitheater with gas fire feature
3945 SF (Approx.)
RMLS #24552693
\$2,000,000

VICTORIAN CONDO IN THE HISTORIC
ALPHABET DISTRICT



225 NW 18th Avenue

Welcome to this elegant restoration of a grand 1884 Victorian Townhouse with San Francisco style. With a walk score of 99 this location is right between the Pearl District, Nob Hill shopping and City Center. Convenient to parks, theatres, Whole Foods, Trader Joe's and local restaurants. Architectural details include 4 sets of pocket doors, 11' ceilings on main, vintage hardware, bayed windows and Rejuvenation light fixtures suspended from restored ceiling medallions. The two fireplaces are accented with custom millwork and Pratt & Larsen tile. In 2021 the kitchen and baths were meticulously redone incorporating travertine, quartz, wood floors, cherry cabinets and period light fixtures. Includes 1 year lease for garage parking next door.

3 bedrooms / 2 & 1/2 baths / 2 decks
2,503 Total SF (Approx.) + 532 SF (Approx.)
unfinished attic storage
RMLS #2445584
\$679,000

"Having worked with Dan and his team on both selling and currently buying, I cannot recommend them enough. They are truly a dream team! Dan, Kishra, Fritz, Kim, and everyone involved take immense pride in their work and always prioritize their clients' best interests. Their meticulous attention to detail is evident in every aspect of their service, from preparing homes for sale to advising on key buyer considerations like fair pricing, potential resale issues, natural disaster risks, and so much more. They consistently go above and beyond. would recommend to anyone!"

-Christina Allen Nisell

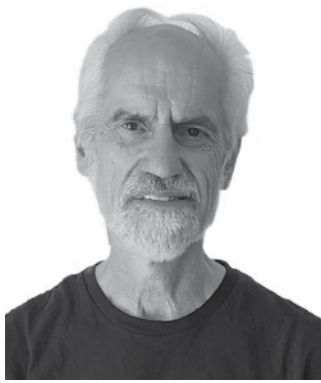
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Cloud-based governance needs no advice

Those who advise government officials can offer two things, though not at the same time. They can convey their honest opinions and criticisms or they can bestow loyalty, cheering pronouncements from above with nods and amens.

A good advisory body may take either path at different junctures, but its praise is reliable only to the degree that each call is an independent judgment. If every response is thumbs up, nothing is added other than flattery.

Criticism, on the other hand, usually contains a kernel of truth that would otherwise be missed, given every leader’s tendency to believe in their own ideas. Critics may exaggerate faults, but in so doing they force introspection. Plans may be amended and strengthened, even if not exactly in the way suggested.

The Portland Bureau of Transportation has shown itself to be a crude partner in this dance of give and take with the Northwest Parking Stakeholders Advisory Committee, which advises the bureau on transportation spending in the Northwest District. In recent years, it has taken increasing control of the committee, selection of its members and defining its mission and bylaws. Most disturbingly, it has driven out individuals with connections to the community and knowledge of how government works.

Resistance to the committee’s independence has been met with more authoritarianism, culminating in a six-month shutdown of monthly meetings announced to shocked committee members. Efforts to meet with PBOT officials or Commissioner Mingus Mapps were rebuffed for five months. Finally, an official SAC meeting was called last

month and a long history lesson handed down.

The problem, from PBOT’s point of view, is that the committee has not understood its limited advisory role, causing needless frustration.

PBOT has hardly been above that confusion. The letter announcing the hiatus charged the committee with blocking decisions and important projects. But how could a body having no binding authority stop anything? The SAC cannot at once be powerless while also being responsible for stifling a large agency.

PBOT is required by city ordinance to spend half of the net revenues from paid parking in the district on transportation projects that benefit the district. The central role of the SAC is to recommend such projects.

But PBOT overrides the committee to dip into the local share of the pot, advancing projects that meet its own priorities, such as getting people out of automobiles, while also shifting staffing, administrative overhead and consulting studies onto the community’s shoulders whenever possible. Most of the local share is spent on alternative transportation programs of dubious effectiveness, such as discounted passes for transit, bikes or e-scooters. Traffic barriers and bike lanes are other pet local projects the SAC did not initiate.



Such projects are put at the top of the SAC agenda, while community generated projects are slow-walked. Very little has trickled into things neighborhood representatives ask for, such as better pedestrian lighting at crosswalks, stop signs at dangerous intersections or more off-street parking.

There is something PBOT needs from the SAC but will not acknowledge. I call it legitimacy. Neighborhood representatives bring expertise, local knowledge and a citizen perspective that can improve the performance of government. In past decades, PBOT seemed to understand the relationship.

Why does PBOT now orchestrate this

sham of public participation to predictably poor results?

I have a theory. The people behind the city’s most tone-deaf bureau think they can seed a City Hall-friendly vanguard. By selecting and indoctrinating transportation activists on bodies such as the Northwest Parking Stakeholders Advisory Committee, they hope to birth a grass-roots ally to spread their vision and turn public opinion. If not winning hearts and minds, at least grinding down the resistance over time.

Incompetent, heavy-handed governance has many blind spots, but we must understand that its gaze is locked upwards towards the clouds. ■

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.

Editorial flawed

Unfortunately, this editorial [“Democracy’s dark passenger,” April 2024] is flawed from beginning to end. You—quite correctly—affirm that the oath of loyalty is to the mission of the organization, not a person, and ultimately to the Constitution, as any organizational rules that are unconstitutional cannot be enforced nor deserving of any loyalty.

But then you deny the legitimate right of the dissenter to follow one’s conscience, and you claim that society can punish them, but only in an unjust society. If somebody in any organization does something illegal or immoral, we all have not only the right but the

obligation to point this out. (Obama’s decision to let Chelsea Manning be prosecuted was probably the morally worst decision of his presidency.)

Diogenes never wanted to be a leader, nor would he ever have accepted such a role. To call for a leader to save us is exactly the wrong conclusion: Only we ourselves can save us and the country. Every leader will ultimately revert to authoritarian rule. Call for our own renewal. Call for democracy and civility among us. But do not believe that any leader makes up for our abdication of our own moral strength. Becoming yourself, the honest being you are searching for, is the only possible solution.

Corinna Hildegard Wachalovsky
NW McNamee Road

Market of Choice better

It was interesting that Food Front Cooperative members discussed continuing their mission to provide good food for all [“Co-op leader believes in resurrection,” April 2024]. With their prices, I don’t know who the “all” might be. The only market with comparable pricing is Zupan’s.

Though we miss having City Market down the street from us, the high prices kept us from buying regular groceries there. I don’t see how a new City Market-style store would be any more successful.

Market of Choice would be a better fit for our demographics, but a Sheridan Fruit or a World Foods-style market with a strong takeout counter would be a better addition.

What we would really love to have in the neighborhood would be an Asian market. We are tired driving to Beaverton for our pickle sauce. Maybe Food Front should survey the people they plan on providing, not just the co-op members, to see what they want.

Cleo and Edwin Campbell
NW Johnson St.

Thelma MacDonald



Thelma Wilhelm MacDonald, a longtime neighborhood resident, died on Aug. 27 at age 93. She was born in Frannie, Wyo., and grew up in Pryor, Mont., on the Crow Indian Reservation. She moved to the Portland area in 1966, where she earned a bachelor's degree in history and a master's degree in counseling at Portland State University. She worked as counselor, focusing on people with AIDS. She co-chaired the National Convention of Parents and Friends of Lesbians and Gays held in Portland in 1986. She was active in the First United Methodist Church and in P.E.O. She lived on Northwest 22nd Place for 28 years and later Southwest Park Place. She is survived by her daughter, Lee Ann Bourcier; son Glenn; and one grandchild. Her husband of 72 years, William Bruce, and son, Gary, predeceased her.

William B. Early



William Bernard Early, a business leader and philanthropist who lived in Arlington Heights for many years, died Jan. 11 at age 87. He was born April 8, 1936, in Mexico, Mo., and grew up in Washington and California. He graduated from Capuchino High School and Stanford University. After serving in the Navy for three years in Asia and South America, he graduated from Harvard Law School in 1964. He worked for Weyerhaeuser in Seattle, Tacoma and Klamath Falls, and then worked for Jeld-Wen in Klamath Falls for 35 years. In 1999, he founded Global Envision, a website exploring market-driven solutions to poverty. He married Karen Brenn, and they moved to Portland in 1992. They helped found Oregon Portable Orders for Life-Sustaining Treatment, an Oregon Health Sciences University endowment addressing end-of-life care. He was a member of Trinity Episcopal Cathedral. He is survived by his wife, Karen; sons, Steve Early, David Brenn, Jeff Early and Doug Early; and daughter, Kathie Kapple; 11 grandchildren; and two great-grandchildren. A memorial service will be held on May 16 at 2 p.m. at Trinity Episcopal Cathedral.

John Montague

John Thomas Montague, a Northwest District resident since the 1980s, died on Feb. 15 at age 74 of Creutzfeldt-Jakob disease. He was born on Sept. 5, 1949, in Seattle and graduated from Vashon Island High School in 1967. He received a bachelor's degree in electrical engineering from Stanford University in 1973. He worked on computer development at Los Alamos National Lab, Intel and Logic Automation before co-founding Model Technology. He wrote operating system software for what was then the largest and fastest computer in the world. He volunteered at Chapman Elementary School and served on the boards of the Portland State University Piano Recital Series, Portland Piano International, and Third Angle New Music. He lived on Northwest Johnson, Quimby and Overton streets. He is survived by his wife, Linda Hutchins; son, Eric; and siblings, Jane, Paul, and Ruth.

Marlyn Coleman



Marlyn Coleman, a longtime Willamette Heights resident, died March 10 at age 85. Marlyn Lathrop was born on Aug. 22, 1938, in Portland and graduated from Lincoln High School in 1956. She graduated from Lewis & Clark College and had a long career with General Motors Co. in several cities. While living in South Dakota, she helped establish halfway houses for children and Meals on Wheels serving elderly ranchers. She served as liaison to the Sioux Tribunal Conference during the Wounded Knee standoff in 1973. She married William Bogard in 1959; they divorced in 1972. She married John Derby in 1981; he died in 2005. In 2007, she married Harold Coleman.

Frederic C. Delbrueck

Frederic C. "Fritz" Delbrueck, who grew up in Portland Heights, died March 16 at age 88. He was born Jan. 30, 1936, in Portland and attended Ainsworth Elementary School and graduated from Lincoln High School in 1953. He received a bachelor's degree in business from Claremont College. He served in the U.S. Army Reserve and the Oregon National Guard. He founded Scarfell Inc., exporting products made in the Pacific Northwest to Asia, and ran the company for 40 years. He was a past president of the University Club and served on the

boards of Riverview Cemetery, Friends of Tryon Creek and the American Cancer Society. He was a member of the Multnomah Athletic Club, Rotary International and Elks USA. He married Nancy McCorison in 1958. He is survived by his wife, Nancy; sons, Andrew, Brian and Eric; sister, Diane Brinck; seven grandchildren; and two great-grandchildren.

Mary Malarkey-Flannagan



Mary Gaynor Malarkey-Flannagan, who grew up in Portland Heights and lived in Kings Hill for many years, died on April 3 at age 81. Mary Malarkey was born on Jan. 6, 1943, and attended St. Thomas More Catholic School and St. Mary's Academy and graduated from Portland State University. She worked as a librarian for the Oregon Medical School and traveled the state as an audiometrist. She was a lifetime member of the Multnomah Athletic Club. She ran marathons and was a member of the Mazamas. She married Iain Flannagan in 2001. She is survived by her husband, Iain; and sister, Janie Harmon.

Death Notices

IRENE (REINER) ETLINGER, 101, longtime Willamette Heights resident and 1941 graduate of Lincoln High School.

JEFFREY MILLER, 83, worked at Legacy Good Samaritan Medical Center.

COSTANDINOS G. COLUMBUS, 89, a tutor at Friendly House.

ERIC HABER, 66, 1976 graduate of Lincoln High School.

EDNA (SAMUELSON) KREIDER, 97, 1945 graduate of Lincoln High School.

MARY GAYNOR MALARKEY-FLANNAGAN, 81, member of the Multnomah Athletic Club.

CHRISTEL LEEK, 85, worked at the University Club.

JOYCE (MCCALLEN) MEDICA, 88, longtime resident of Kings Heights.

Corrections

In last month's story about Oregon House District 33 candidate Pete Grabieli, there were two errors. His father emigrated from Cuba via Argentina, not Mexico, and he was not the first Latino candidate from his district in California. Grabieli would have that honor for Oregon House District 33 should he win.

Regarding May coverage of the grand opening of Emmons Place, Trell Anderson is executive director of Northwest Housing Alternatives (not advocates), and the building's cross streets are Hoyt and Irving, not Johnson.

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Trash regularly piles up in the alcoves, a situation corrected by the custom-built screening.



"Squatters" cont'd from page 1

“Greystar pleaded with the city to let them keep the barricades up, and eventually they must have lost, because first the gates were forced to be unlocked and then the entire barricades were completely gone.”

BDS spokesperson Ken Ray explained the city’s rationale.

“Required short-term bicycle parking spaces were not available for use,” he said.

The company was told to restore access to the existing bike racks or install bicycle parking elsewhere.

“The ownership did submit a design review application to install bike parking elsewhere but ultimately withdrew the application and decided to remove the gates to correct the zoning violation,” Ray said.

BDS Commissioner Carmen Rubio’s office was in full agreement with action taken.

Witt called the city’s handling of the matter “ridiculous.”

“Do you want to protect a couple racks that were never used, or do you want the public to be exposed to the health issues of public urination, defeca-

tion and trash?” she asked.

Walter Kuncio, an ASA resident who also volunteers for regular neighborhood cleanup duty, agreed.

“In seven these years I’ve lived at ASA, I have never seen a bike there,” he said.

Safety and livability problems, on the other hand, have been common place.

“A few years ago, my wife was out front and one of [the people hanging out around an alcove] raised his hand with a bottle and was going to hit her,” he said.

She ran into the street, stopping traffic, including a car carrying Mayor Ted Wheeler, whose aide offered assistance and called the police.

Another Pearl activist, John Gillette, passes the ASA several times daily, taking note of filth and disorder. One thing he hasn’t seen? “In 10 years, I’ve never seen a bicycle in there.”

Gillette wonders if the expected U.S. Supreme Court ruling over a city’s right to ban camping might provide the course correction that eludes Portland policy makers. ■

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Top left: Trains of yesterday and tomorrow came together on the Zoo and Washington Park Railway.

Top right: The wonder of a train ride is written on the face of a young passenger.

Lower left: Neighborhood volunteers held work-days to keep the tracks clear.

Railway" cont'd from page 1

fixed. It's not a big project."

Rick Franklin, who heads a railroad construction company based in the Willamette Valley, said, "On a scale of difficulty from one to 10, this is a zero."

A longer loop would be more expensive to operate, but might attract more riders paying higher ticket prices.

A Metro study took those and other factors into consideration and concluded that the longer loop would make money, just not quite as much as the short route. The difference would be about 3 percent or \$170,000 per year.

"As we fully expected, their own analysis showed the repairs could be completed, and the railway would still be profitable," she said.

Goeddel questioned assumptions embedded in the study, but even if a longer train ride is less profitable,

she believes the public would gladly make up the difference, noting that her group's campaign for track repairs collected \$10,500 in donations in a week.

The money required to revive the full loop is controlled by Metro, which operates the zoo, which in turn is happy to keep the train entirely within its grounds, a six-minute taster ride instead of the full 27-minute loop through the park.

"Back in May of 2023, after we took Metro President Lynn Peterson and Zoo Director Heidi Rahn on a walk of the railway with geotechnical and railway engineers, they let us know that the zoo had made the decision not to work with

"If you don't embrace the extension, you've got a [losing issue] on your hands."
—Andy Cutugno, former Metro planner

us to restore the railway to Washington Park," Goeddel said.

"We got the bad news in May that we weren't going to be a part of the next zoo bond measure. We had been told that it would be done or could be done. So we've been disappointed," she said.

But the railway's friends regrouped.

"We are meeting monthly with Metro Councilor Christine Lewis and Lynn Peterson's chief of staff, Kristin Dennis," Goeddel said. "They are pushing to create a task force to explore options for the train."

City Commissioner Dan Ryan is on board, sending Metro a letter of support for restoration.

Goeddel was optimistic at her organization's first public event last month, Zoo Railway Day at the Oregon Rail Heritage Center. About 1,000 people signed petitions and 400 took historic train rides, accompanied by youths in wild animal costumes cementing the train's connection to the zoo.

The mission has been joined by former public officials, such as Andy Cutugno, director of planning at Metro for 37 years, and Steve Dotterer, who retired as the city's chief transportation planner.

Metro Councilor Mary Nolan was thought to be supportive after spending an evening with key supporters.

That turned out to be a mirage. Nolan told the NW Examiner that restoring the loop is not her priority, and she opposes even a proposed task force to explore future funding for the railway.

"If a task force looks only at one

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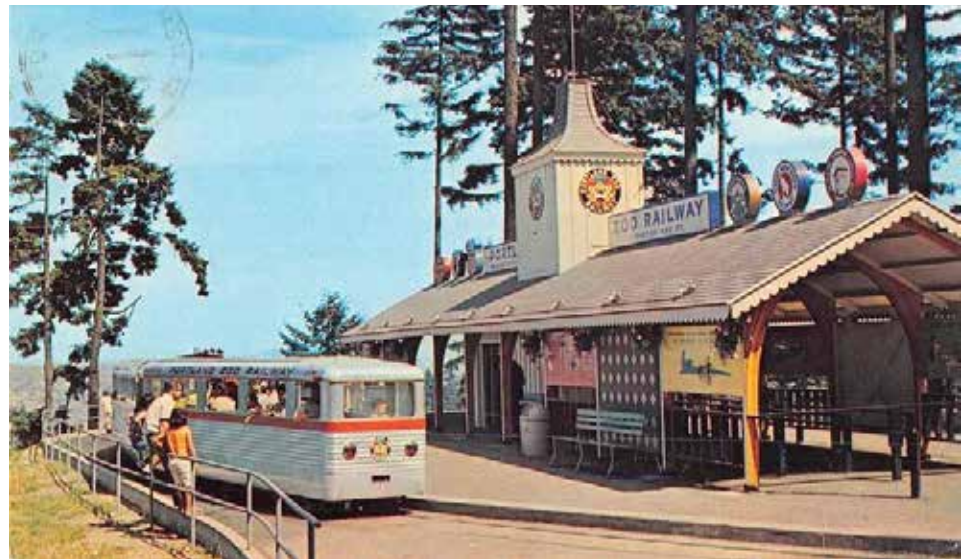
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- Providence Health & Services
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- Woodblock Architecture
- Anchorpointe Graphics
- BTS Affairs



Above: Robert Kennedy and his wife, Ethel, took a ride on the train, perhaps at the recommendation of his brother, John, who was on the train a few years earlier.

Upper right: All but one engine has been out of commission since 2013.



Above: The original Washington Park-Zoo rail station.

Right: A special publication marked the 50th anniversary of the steam locomotive. Former Metro President David Bragdon was a train enthusiast.



topic,” she said, “that distorts the decision-making process.”

Other Metro leaders did not return calls from the Examiner.

A Metro spokesperson said, “Councilor Lewis has proposed a budget note for the coming fiscal year to provide resources for studying the Washington Park railroad. No task force has been assembled yet.”

The budget item is scheduled to be voted on by the Metro Council in early June.

Dotterer said the overlapping roles of the city, which owns and manages Washington Park, and Metro, which operates the zoo under a perpetual lease with the city, are at the root of the inaction.

“Two governments aren’t talking to each other much,” he said.

“Is it a zoo railroad or is it a Washing-

ton Park railroad?” Cutugno asked. “It’s some of both.”

To the zoo, the railway is “an incidental responsibility,” he said. “They are laser-like focused on the animals.”

Still, he said, “the public attitude about the zoo train is overwhelmingly positive” and is filled with family memories and deep feelings.

The short loop “produces dissatisfaction rather than enjoyment.”

He has advice for the people running the agency where he spent his career.

“If you don’t embrace the extension, you’ve got a [losing issue] on your hands,” he said.

Friends of the Railway will hold another public event in Washington Park on Thursday, June 20. Details to be announced. ■

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Above: The Zooliner (right) was manufactured at H. Hirshberger Co. at Northwest 19th and Northrup streets.



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Northwest District Association Election

Online voting will be open from
Monday, May 13, to 5:00 PM Friday, May 17

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Membership is open to all residents, property owners, and representatives of businesses or organizations in the district, and is free.

To join: <https://airtable.com/shroPHr8EleFFeM4T>
Details of how to vote online will be distributed to members of the NWDA in advance.

There are four candidates for four positions on the Board of Directors:
Joni Johnson, Kyle Lookreddy, Michelle Matthews, Alisa Pallister

There is one candidate for President:
Todd Zarnitz

For Candidate Statements:
<https://www.northwestdistrictassociation.org/>

Results will be announced at the Annual Meeting
6:00 PM, Monday, May 20th, 2024

Please participate and make your vote count as one of the many diverse voices that make up this great Northwest Portland neighborhood!

For more information: contact@northwestdistrictassociation.org

Food Front fumbles toward final

BY ALLAN CLASSEN

Since Food Front Cooperative Grocery closed last spring, membership surveys have guided organizational planning for its next phase.

A survey issued last December solidified the two main options: selling to Market of Choice or partnering with Skylab Architecture on redevelopment of the co-op's property at 2375 NW Thurman St. While Food Front President Roman Shvarts claimed the survey revealed no consensus, board emails published last month revealed there was "overwhelming" preference for Market of Choice.

But after Skylab principal Jeff Kovel presented revised plans in March, the latest survey put his redevelopment proposal ahead of an outright sale by a 52-48 percent margin.

Had there been a shift in sentiment, or did something else give Skylab a boost?

Shvarts has been fielding accusations of survey bias from several sources, including past board members and the NW Examiner.

Consider the framing of options on the March survey:

- Market of Choice, which would remodel the building and create a grocery store with products similar to MOC's other locations.
- Food Front Market, a partnership with Skylab, Chef-Stable and Food Front Cooperative to create a market that honors the Food Front Cooperative legacy, with local vendors that would carry grocery-oriented products and have a community space built in. This would involve a remodel of the property with a long-term vision, which may include conversion of some of the parking spaces.

While Market of Choice was given a brief, neutral line, Skylab's description was extensive, with value-laden phrases such as "honors the Food Front Cooperative legacy." It promised a "community space built in" and a "long-term vision."

Calling this option "Food Front Market" was creative, playing to co-op loyalists' attachment to the name.

In a survey section called "differences," Food Front "exits the property completely" under Market of Choice, while "the co-op will retain equity in the property and remain a partner" with Skylab.

Market of Choice offered to pay \$1.9 million cash, while Skylab calls its offer \$2.3 million, though most of it will be equity in the future venture.

The survey downplayed what is perhaps Market of Choice's surest advantage—getting a new store ready and open for business. On this factor, the survey said



Jeff Kovel, founder of Skylab Architecture, said, "I have been working with Food Front to try to find a path for them to continue on. This has been my main focus and reason for rolling up my sleeves and trying to help."

uncertainties make it impossible to compare timelines.

Shvarts disputes charges of bias.

"I am genuinely interested to know what made you form an opinion that there was a bias in this survey rather than presenting the two options as they are for owners to determine their preference," he wrote in an email to the Examiner. "It's easy to throw that word around."

Bias in administering a survey is not limited to the wording of questions. Timing also matters. While the December survey was held open for more than a month, the recent one took input for only about a week, closing just before the April edition of the NW Examiner, with a front page story revealing Food Front's suppression of the December survey, was mailed to 22,000 readers.

A more current survey could reflect the possible bump resulting from that coverage. The time for surveying may be over as pressure to make a decision mounts.



No plan

In some minds, Skylab should be disqualified and Market of Choice declared the winner.

Market of Choice's straightforward offer is being pitted against promises to assemble a partnership around a general concept, one a concept that has changed drastically and is still light on particulars six months after Market of Choice laid out its case.

Kovel's presentation to Food Front members in March was memorable for photos of grand public markets in Europe, but it included few details. Spaces for 18 vendors were diagrammed, but only two known tenants were mentioned, both controlled by Kovel's partner in this project, Kurt Huffman.

"Why are we being asked to commit to a development team to further explore a speculative idea with no framework commitment from them of budget, schedule or performance?" asked Food Front member and development consultant Steve Pinger. "I don't understand why we are even considering an option as speculative as the Skylab proposal."

How much would the spaces rent for? What would the building cost to construct? Where would that money come from? A lender or investor would expect a breakdown of rental rates, committed and prospective tenants, and income and expenses over each of the first 10 years. As a seller and potential business partner, Food Front also has a need to know

Tory Orzeck, who resigned from the Food Front board last summer, has been trying to get a response to his list of such questions for months without success.

"Roman and the board failed to answer any questions that I've now sent to them three times regarding the Skylab proposal," Orzeck told the Examiner. "They need to be reminded this is not their property. It belongs to the members."

"And more importantly, we need to respect the legacy of what the founders did for their community," he said.

The long-sought business plan would aid the co-op in assessing its risk should it pick the Skylab package. If the venture fails or never launches, is the co-op left with nothing? What guarantees and upfront commitments back up Kovel's images and promises?

Shvarts promised a "final vision" would be coming within two weeks at a public meeting in February, and he has repeatedly given assurances that it would be coming soon.

Kovel told Food Front members in March that he needed a "concrete" offer from the co-op before fleshing out his plans. At the same time, co-op members want specifics from him before approving a deal. Are both sides assuming it's the other player's turn?

Food Front must pay off a \$1 million hard-money loan by next summer, and its bargaining leverage declines as that deadline approaches. As of an April 30 board meeting, no gestures to formalize the steps and expectations of buyer and seller have been revealed.

In late April, Kovel responded to a list of questions from the Examiner.

"Much of the information you have requested is proprietary or speculative in nature," he wrote. "I have been working with Food Front to try to find a path for them to continue on. This has been my main focus and reason for rolling up my sleeves and trying to help. I am hopeful that the organization can live on and continue its mission."

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Jeff Kovel referred to Les Halles de Biarritz in France as “the ideal cornerstone for what we’re doing here.”

Survey matters

Surveys of members are only advisory and need not dictate Food Front’s final decision. But the board is using a survey to keep one of the two options off the binding ballot by which members will make their choice.

“The board will present one option to get approval from the owners,” Shvarts said.

Instead of picking between the two contenders, members will see only “Food Front Market” on their ballots. The vote is to happen in about a week. Should the nay votes prevail, the next step is anyone’s guess. ■

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Food Front should bow out gracefully



BY NORA LENHOFF

Last month’s article about efforts to keep the spirit of Food Front alive was extremely frustrating. Not because of the reported factionalism and petty infighting on the board, the efforts

by the chair to override the wishes of members or even the pie-in-the-sky unfunded dream of a European-style market.

My frustration with Food Front’s current dilemma is that this whole situation could and should have been avoided years ago.

When I joined Food Front in the late 1970s, members were expected to actively participate in the co-op. I cut, weighed and wrapped cheese as my contribution, and in exchange, got a discount on food purchases. Decisions were largely consensus-based. Members got occasional cash dividends. If you forgot your wallet, you could take your groceries home with a promise to pay later.

But that’s no way to run a business over the long term. As Food Front grew, it needed a board and managers who had the expertise to deal with the multiple aspects of running a business. Over the years, Food Front has faced many challenges, but the board (reflective of the organization), was unable to move beyond the well-meaning, socially conscious and gastronomically correct focus.

In 1977, I was elected to the board of a small health maintenance organization that shut its doors three years later. During its heyday, consumers were the majority of Cascade Health Care’s board members. We ardently believed that our mission would succeed on its own. We had a better, less expensive and more consumer-friendly model than Kaiser Permanente (the primary HMO

at the time), and people would want to join, thereby providing the revenue stream to support it.

But most members of the board didn’t understand what was needed from the financial and business standpoint to ensure success. We didn’t get the real-world complexities of running a corporation, which was a dirty word in the 1970s.

Having to shut down Cascade Health Care was a humbling learning experience for everyone involved. I am struck by the naiveté of the Food Front board in thinking that if it had “a seat at the table” it could somehow be successful as the small community market it once was.

Before even thinking about the possibility of resurrecting Food Front, the reconstituted board needs to recognize and address some fundamental issues that face all mission-driven organizations. You can’t hold on to the mission if there isn’t enough money to sustain it, i.e. no money, no mission.

You won’t accomplish sustainable revenue unless you have knowledgeable, experienced, committed leadership and management. If you don’t know something, ask for outside help, maybe from similar organizations (they aren’t necessarily your competitors).

Know when it’s time to do the most good by exiting gracefully. There are other ways to keep the spirit of the organization alive without propping up a failed model.

For example, when Cascade finally shut down, we supported the community by distributing remaining assets to various organizations that reflected Cascade’s values. We gave funds to Phoenix Rising, which later morphed into the Cascade Aids Project. We gave Planned Parenthood its first large clinic. We gave Friendly House money to support Club 53. We funded mental health services at Raphael House. We kept the spirit alive and supported needed services in the community.

Food Front’s board can and should do the same.

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Robber hits restaurants

An armed robber hit several neighborhood restaurants, including Dockside, Joe's Cellar and Yur's, last month.

Dockside Saloon & Restaurant owner Alex Bond said a man came into the business, pointed a gun, demanded all the cash and left while scarcely attracting attention. Another man waited outside in a white Kia.

"He was in and out in 10 seconds," Bond said, adding that the restaurant was full yet most patrons did not notice anything awry.

The same robber apparently struck Joe's Cellar minutes later, he said.

After responding to those incidents on April 25, Portland Police officers responded to another armed robbery on Beaverton-Hillsdale Highway.

"As these robberies are a priority, PPB's Major Crimes Team ... detectives are looking into the possibility that these three robberies are connected to each other or others in the area," Portland Police Public Information Officer Kevin Allen wrote.

Yur's Bar & Grill on Northwest 16th Avenue suffered an armed robbery the week before.

Phil's Meat Market closed

Phil's Meat Market & Delicatessen closed last month after 45 years in business in Uptown Shopping Center. The end came unceremoniously with notices taped to the entrance noting unpaid wages and electric bills.

"We are doing everything we can to reopen our doors," owner Erik Peterson posted on Facebook.

Snappy's

Snappy's, serving traditional sandwiches—such as chicken salad and hot beef and cheddar—is opening soon at 930 NW 23rd Ave., the former site of Little Big Burger.

Brujos Brewing

Brujos Brewing replaced Hammer & Stitch at 2377 NW Wilson St. in March. The gothic cathedral-themed bar serves dishes such as crispy birria rice balls, crab cakes and merguez sandwiches.

Colibri open

Colibri, a restaurant featuring the food of the Northwestern Mexican state of Sinaloa, opened at 1208 NW Glisan St. last month. It is owned by Jaime Soltero Jr., who also has Tamale Boy restaurants in North and Northeast Portland.

Takara Sushi

Takara Sushi, a takeout restaurant, opened March 19 in the Waterfront Pearl building at 1264 NW Naito Parkway. The company also has a location in Salem.

Thai Hot Pot Heaven

The former Beau Thai restaurant at 730 NW 21st Ave. is now home to Thai HOT Pot Heaven. It specializes in soups and stir-fried noodle dishes.

Twisted Patisserie coming

Twisted Patisserie opens its third Portland restaurant at 1784 NW Northrup St. in The Weidler building this month. The menu centers on croissants, savory pies and desserts.

Silk Road in Pearl

Silk Road, a cocktail bar, opened at 1230 NW Hoyt St., Suite B, in March. The chef is Lexy Foong, who formerly ran the karaoke bar, The Ambassador, on Northeast Sandy Boulevard.

Pizza Thief

The Great Notion commissary kitchen will take over the food service at Pizza Thief, 2610 NW Vaughn St. this month.

"After two years, we have outgrown our capacity to meet demand," Pizza Thief co-founder Tony Pasquale said. "

Urban Pantry closed

Urban Pantry has closed after many years at 1128 NW Lovejoy St. Stuart Ticknor and Treaver LaVigne, owners since 2019, said they "made a decision to relocate our lives to be closer to family in another terrific area."



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NOBBY NEWS


Vol. 30, No. 5 "News You Can't Always Believe" May 2024

Golden Tee golf league making comeback

The revived Golden Tee Tavern Golf League season is around the corner, and the Nob Hill Bar & Grill is holding tryouts for the 2024 team.

Coach Greg hopes to bring home the Golden Tee trophy, last won by the Nobby in 1999. He is also determined to make up for the disappointing results in the 2022 Curling Competition and last year's debacle in the Pickleball League.

Qualified candidates for the golf team must demonstrate strong hands with experience waxing cars, a soft touch from rolling



Pat the Manikin, MVP from the 1999 team, and caddy Jackson Ness.

large meatballs and have good health insurance.

Caddy applicants must be able to carry 16-ounce beverage containers and have good handwashing skills.

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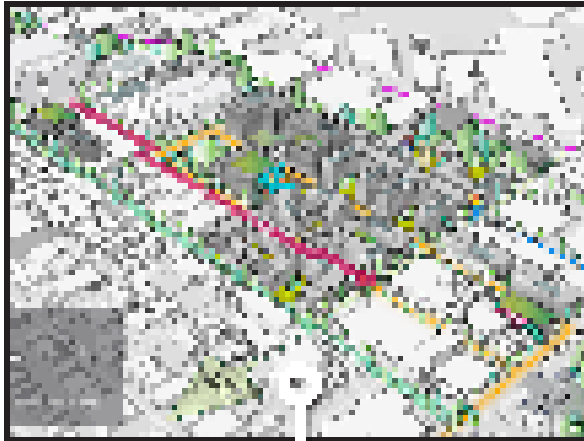
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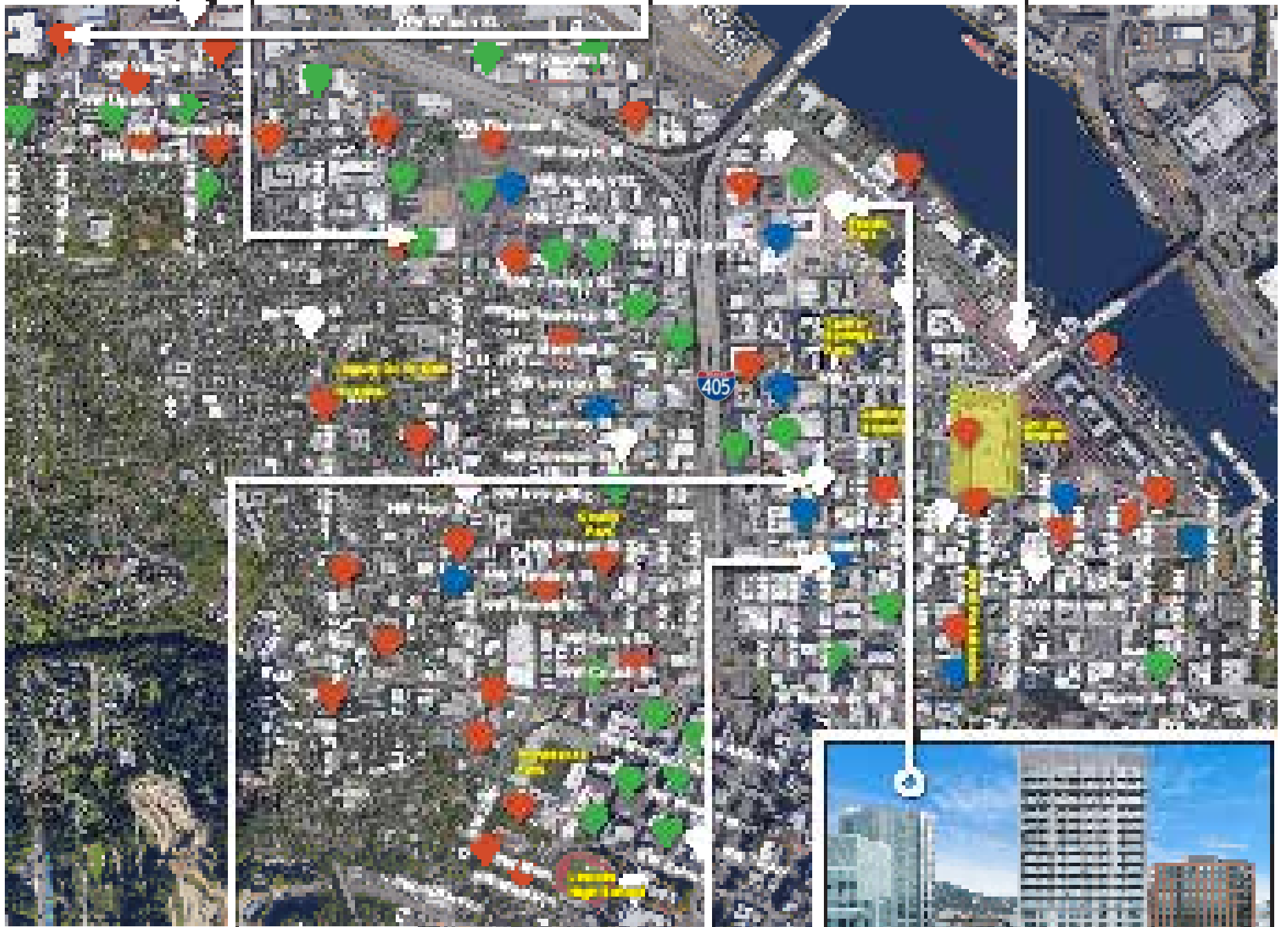
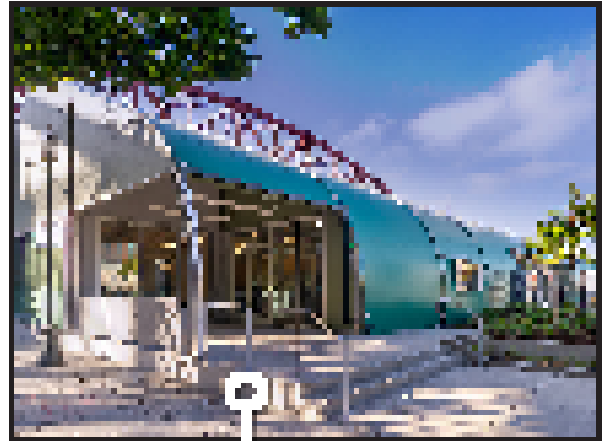
FITZGERALD APARTMENTS
Construction began in 2014 and is now complete. The 100-unit project, also known as the 100-year-old building, was built by HOK and is now owned by the city.



MONTGOMERY PARK PLAZA
The city is currently reviewing the project, which is a 100-unit project. The project is located in the city's downtown area and is expected to be completed in 2024.



NAVIGATION CENTER
The city is currently reviewing the project, which is a 100-unit project. The project is located in the city's downtown area and is expected to be completed in 2024.



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HYATT PLACE
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VUCA PROJECT PEARL
The city is currently reviewing the project, which is a 100-unit project. The project is located in the city's downtown area and is expected to be completed in 2024.



Legend:
Red pin: Project under review
Blue pin: Project under review
Green pin: Project under review
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Founders Development CEO Tanya Toby.

"Luxury" cont'd from page 1

the structure only \$172,000.)

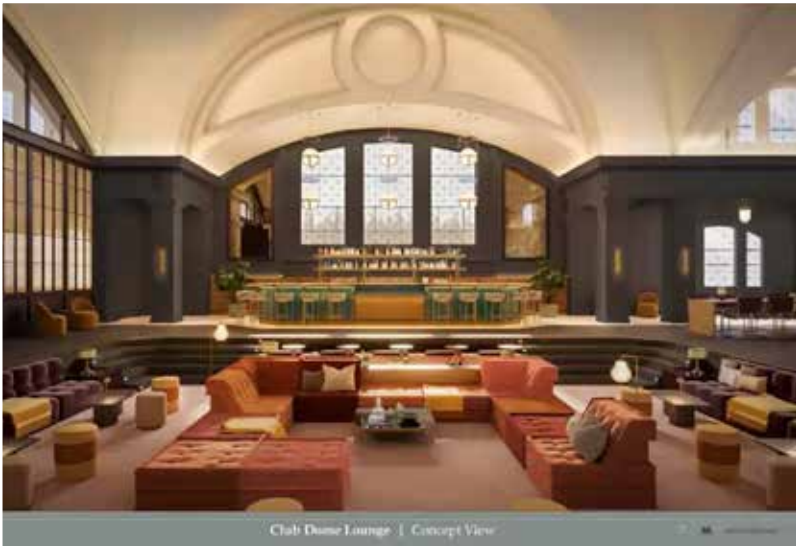
Founders is tapping into the national revival of private clubs, members-only retreats featuring food, drink, gyms, spas, event spaces, game rooms and social interaction. Soho House opened a members-only club in Southeast Portland earlier this year, but Founders CEO Tanya Toby said, "Portland has not yet experienced this level of club."

The center's auditorium level will become the club, with a sunken floor under the grand dome. The other two levels will have restaurants, bars, fitness facilities, a game room and library open to the public. The current parking lot will become a boutique hotel.

Vrilakas calls it "a grand and glorious thing for Portland."

"If that's what it takes to preserve that building and transfer millions of dollars to the neighborhood, I don't have any reservations about it being expensive," he said.

Revenues from the sale will be contributed to an Oregon Community Foundation fund to benefit the neighborhoods surrounding the center. ■



Top: The current auditorium would become the club room.

Center left: The main entrance.

Center right: A dining area on the center level.

Right: A spa and fitness facilities on the lower level.

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Or email this information to allan@nwexaminer.com by July 31

PBOT apologizes, reasserts control over parking advisory body

BY ALLAN CLASSEN

Northwest District citizen parking advisers are again meeting monthly with Portland Bureau of Transportation staff, and the first item of business is PBOT’s unilateral shutdown of the body for six months.

The topic dominated the April meeting of the Northwest Parking Stakeholders Advisory Committee, and more time will be devoted to the reset in May.

“If we want you to hear us out, we also have to hear you out,” said PBOT Parking Manager Erika Nebel, who ordered the suspension in a letter last October expressing frustration and disappointment with the committee.

Nebel now says the blame must be shared.

“We acknowledge PBOT’s role in contributing to this dynamic,” she told the committee last month.

The promise to listen found takers.

“I think the idea of disbanding it without any sort of consultation with the SAC itself was a very, very bad decision,” said Steve Pinger, a SAC member representing the Northwest District Association.

Pinger also faulted staff for consuming meeting time with lengthy PowerPoint presentations, leaving little time for dialogue and consensus building within the committee.

Northwest District Association President Todd Zarnitz, who represents business interests on the SAC, resented PBOT attempts to select the representatives for the neighborhood and business associations, seats assigned to these groups by a City Council ordinance.

“It seems like people wanted to cherry-pick seats from our membership without our boards having a say in it, and that sort of went against the idea of having seats on the board,” Zarnitz said.

Tom Ranieri, a former SAC member representing the business association, said the committee’s original charge included creating more off-street parking.

“We had goal posts at one point,” Ranieri said. “It’s



Portland Bureau of Transportation staff Stanley Ong and Erika Nebel with Northwest Parking Stakeholders Committee member Jay Ternberg at the committee’s meeting last month.

not just a matter of moving the goal post, but it’s actually taking the goal post off the field.”

Ranieri expressed frustration that his 10 years on the SAC produced no progress toward increasing parking supply.

Mark Williams, interim director of parking regulation for PBOT, said some of the confusion over the SAC’s role stemmed from the standardization of the city’s citizen advisory bodies under the Office of Community & Civic Life in 2019. Williams said he oversees seven or eight other advisory bodies, which also struggle understanding their roles.

That being said, “The purpose of the Northwest SAC

is to advise the PBOT staff and director on transportation and parking issues,” he said. “Your feedback is considered. When the director makes the decision on those recommendations, the Northwest Parking SAC is not the final decision maker, nor is it autonomous from PBOT.”

That autonomy was tested in March, when SAC members called and held a meeting without PBOT authorization. Nebel attended the meeting without objecting to the show of independence.

“I do appreciate you guys letting me sit in and listen to what you have to say,” she said. ■

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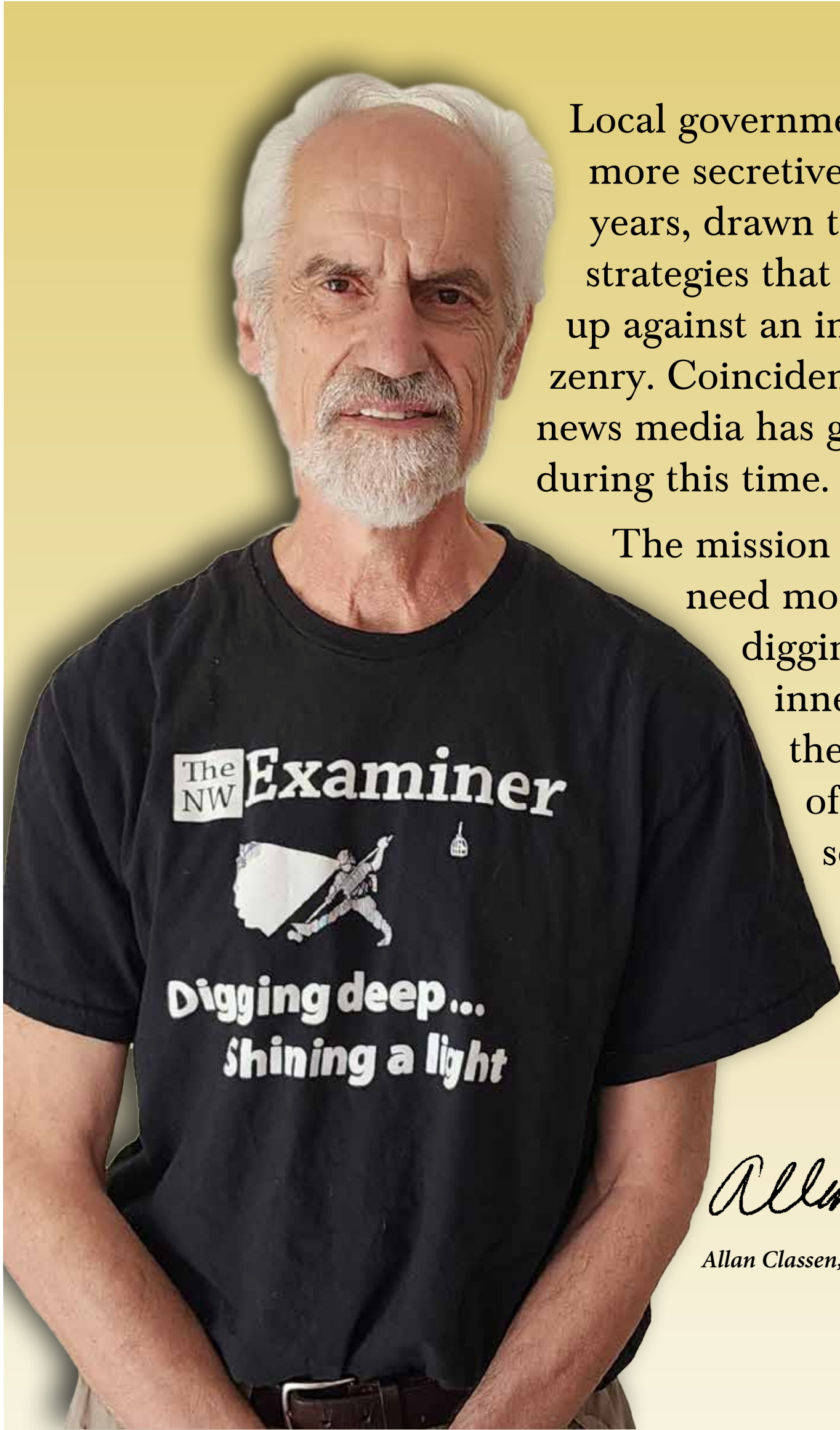
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Five candidates for Multnomah County District 1 spoke at a forum organized by Neighbors West/Northwest. All were critical of dysfunction and waste at the county, particularly in addressing the area's mental health, addiction and homeless problems. Vadim Mozyrsky (right) is endorsed by the NW Examiner. Photo by Wesley Mahan



Beckett Gough, who is president of the Lincoln High School choir, is the Pearl Rotary student for April. He will be going to New York University in Manhattan to study music, a passion he picked up after his stepmother insisted that he take choir in middle school.

Emilia Cafiso was honored as Pearl Rotary's Lincoln High School student of the month for March. Cafiso writes for the student newspaper, won the school's poetry slam competition and is interested in a journalism career.



Police arrested eight people on outstanding warrants after raiding a homeless camp in Northwest Portland on April 10, KGW reported. The camp was at the corner of West Burnside Street and Northwest 15th Avenue.



Neighbors recently heard a presentation by Portland's Government Transition Advisory Committee on the city's historic transition to a new form of government and elections system at Friendly House. Draft recommendations from listening sessions around the city will be open for public comment through the end of May. For information, visit: portland.gov/transition.



Throwing Tiny Fits, selling "hip and adult clothing," recently opened at 513 NW 23rd Ave.



Free the Oregon Zoo Elephants and the international In Defense of Animals urge voters to reject the Metro \$380 million zoo bond measure. Courtney Scott of IDA said the 3.5 acre Elephant Lands built with the 2008 zoo bond, "has failed the elephants miserably. Nine years after it opened, there have been five deaths and the current elephants continue to exhibit profound zoochotic behavior and endure diseases."



A Trek bicycle shop opened last month at 1560 NW 21st Ave.



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3,454 SF • 5 BD • 4 BA • CUSTOM-BUILT | ML# 24300116
The Spears Team 503.522.8269



Vancouver 1406 SE 75th Court \$1,335,000

4,494 SF • 4 BD • 4 FULL BA • 3 HALF BA | ML# 24694455
LeAnne Eaton 360.903.1120



Bauer Woods Estates 3096NW126th.com \$1,150,000

4,241 SF • 4 BD • OFFICE • BONUS | ML# 24245581
Sara Clark 503.784.4878 | Alice Hsing 503.880.6842



Arlington Heights 3127SWChamplain.com \$1,150,000

3,794 SF • 5 BD • DEN • BONUS | ML# 24127737
Jessica Corcoran 503.953.3947 | Alice Hsing 503.880.6842



Thompson Woods 12292NWHillier.com \$1,100,000

3,239 SF • 5 BD • FULL GUEST SUITE LOWER LEVEL | ML# 2403957
Dave Shuster 503.504.3283



Cedar Ridge 8033NWHazeltine.com \$1,095,000

4,525 SF • 4 BD • 4.1 BA • ADU | ML# 24420223
The Lee Davies Group 503.468.4018



West Haven 9357NWMurlea.com \$1,075,000

3,223 SF • 5 BD • DEN | ML# 24279133
Harrison Whitmarsh 503.432.5556 | Dave Shuster 503.504.3283

CONDOMINIUMS

949 NW Overton St #301
2,292 SF • 3 BD • 3 BA
ML# 24699562
The Encore Condos
\$1,449,999

7096NECherry.com
1,221 SF • 2 BD • 2 BA | ML# 24327764
Condos at Stonewater | \$399,900

6645WBurnside522.com
1,061 SF • 2 BD • 2 BA | ML# 23379725
The Quintet Condos | \$365,000

1455NKillingsworth311.com
740 SF • 1 BD • 1 BA | ML# 24136324
Killingsworth Station Condos | \$339,900

300NW8th604.com
806 SF • 1 BD • 1 BA | ML# 24638840
North Park Lofts Condos | \$335,000

9601NWLeahy201.com
956 SF • 2 BD • 1 BA | ML# 24560402
Triklilium Hollow Condos | \$315,698

730NWNaito.com
805 SF • 1 BD • 1 BA | ML# 24219994
McCormick Pier Condos | \$315,000



Forest Heights 9635 NW Fleischner Street \$924,900

2,510 SF • 4 BD • .18 ACRE LOT | ML# 24093626
Cynthia Gerwe 503.730.7561 | Kelly Calabria 503.806.2972



Oakridge Estates 14193NWLakeview.com \$920,000

3,055 SF • 4 BD • BONUS | ML# 24283744
Lauren Sinha 503.705.8363 | Lynda Dowling-Wu 503.810.6166



Cooper Mountain 16690SWHighHill.com \$899,000

2,464 SF • 2.8 ACRES • SCENIC VIEWS | ML# 24139485
Ginger Gregory 503.333.1390 | Angela Bouma 971.451.4898



Lake Oswego 875PalisadesTerrace.com \$875,000

2,181 SF • 4 BD • 3 BA • MOVE-IN READY | ML# 24567797
The Bangerter Group 503.803.6269



West Linn 1891 Rockridge Drive \$875,000

2,626 SF • 33 ACRE LOT • MT HOOD VIEWS | ML# 24081103
The Apa Clarke Team 503.806.9773



Eastmoreland 6140SE32nd.com \$867,000

2,430 SF • 3 BD • EXTERIOR OFFICE | ML# 24495281
Harrison Whitmarsh 503.432.5556



Raleigh Park 8075SWParrway.com \$785,000

2,178 SF • 3 BD • MODERN UPDATES | ML# 24429967
Connie Apa 503.805.7474 | Renee Harper 503.314.7691



Rock Creek 18980NWAstoria.com \$689,689

1,930 SF • 4 BD • 2.1 BA | ML# 24409256
Sherry Francis 503.793.5720



Kenilworth DUPLEX 4224-4226 SE 33rd Place \$676,500

2,442 SF • PRIVATE LOT | ML# 24052052 | ML# 24047656
Harrison Whitmarsh 503.432.5556