

"Digging deep,  
Shining a light"

INSIDE



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MAY 2021/ VOLUME 34, NO. 9

FREE

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

## Puzzle lurks behind Forest Park entry



*Why was a  
parking lot  
needed on  
exactly this spot?*

BY ALLAN CLASSEN

**E**xtravagant plans for a Forest Park entrance along Highway 30 were mysteriously shelved last year. Instead of a visitor center and recreation facilities such as zip lines and a tramway, among the Disneylandish ideas floated in 2017, Portland Parks & Recreation is now content with paving a parking lot, installing a trailhead and handling stormwater runoff.

The original \$18 million-\$20 million project was promoted with an elaborate \$2.3 million public engagement process. But PP&R is now advancing a stripped down approach built for speed as the big picture ideas have been put off in a vague Phase II that may be 10 years away.

Work on Phase I will begin this summer or fall. Why the urgency to do something, even if just a parking lot for an entrance to nowhere?

Although the trailhead will connect to Firelane 1, that road has a 30 percent grade, making it too steep for most cyclists and hikers, not to mention such a route has little appeal to visitors seeking foot paths through the forest.

The project may have little to do with enhancing the park experience. The planned parking

A PCB-contaminated wetland along Northwest St. Helens Road at Kittridge Avenue is to be covered by a parking lot for the proposed entrance to Forest Park. Some park activists suspect that remediating the pollution may be the parking lot's main purpose.

Photo by Wesley Mahan

Cont'd on page 6

## Transportation bureau acts first, saves talks for later



Workers installed concrete traffic barriers at Northwest 18th and Johnson streets April 24. This was one of three installations contested by the Northwest District Association.

## Local concerns don't delay NW in Motion rollout

BY ALLAN CLASSEN

**P**ortland Bureau of Transportation managers sent the Northwest District Association a message last month: We'll talk, but nothing will stall the installation of traffic diverters.

On April 19, after earlier rebuffs, Art Pearce, director of Policy Planning and Projects for PBOT, agreed to a meeting.

Cont'd on page 11



Commercial space is available in the Modera Glisan on Northwest 14th Avenue.

BY ALLAN CLASSEN

**V**acant storefronts in Northwest Portland, pervasive before the pandemic, dominate commercial streets now. Even when restaurants open fully and retailing recovers, many doubt window shopping will be the same again.

Four neighborhood-based developers and one architect we contacted do not assume a general economic comeback will solve the conundrum. As a consequence, the strongest commercial streets of the Pearl and Northwest District could be less vibrant than they were, community life less connected and new construction more costly than necessary.

## Enduringly vacant storefronts challenge developers

**Would temporary uses be better than nothing?**

Our experts:

- Tom DiChiara**, principal, Cairn Pacific LLC
- Parker McNulty**, principal, Carbon LLC
- Rick Michaelson**, president, Inner City Properties
- Kurt Schultz**, principal, SERA Architects
- Ken Unkeles**, owner, Portland Art Studios

**Do we have a problem, or could it be more of an opportunity?**

Cont'd on page 12

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WILLAMETTE HEIGHTS**



**3233 NW Thurman Street**

Architect Joseph Jacobberger-designed 1910 Craftsman bungalow has a light-filled and open floor plan with handsome moldings and millwork. The windows take in the natural light and lush trees of the surrounding Willamette Heights neighborhood where birdsong and wildlife rub shoulders with residents, walkers and trail runners. Cozy in winter and plenty of outdoor spaces for spring and summer entertaining from a timeless kitchen with ample storage and a sunny breakfast nook. Frosting on the cake is the lemonade-sipping front porch.

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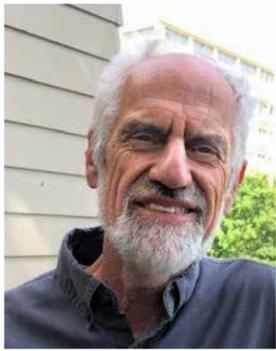


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## Blue culture matters

*Remember, it's all about community*

*Remember, it's all about your buddies*

For everyone crying “defund the police,” others call for increasing police resources in Portland. One might think it’s a matter of finding the just-right budget size for local law enforcement. If only it were that simple.

Punishing the Portland Police Bureau for homicides or excessive force cases will not produce kinder, gentler policing. Nor will adding bureau resources to address growing gun violence or ongoing anarchist mayhem.

Before we can know how much to spend on policing, we need to understand why it has not fostered the safe, lawful city we all want, and why additional arms and force too often fuel more violence and reaction.

The Portland Police Bureau is not like a work crew we can send out to fix a road or sewer. Policing is a people job, one that involves being alert to misbehavior, judging the intentions of strangers and accepting physical danger. It naturally draws officers into a brotherhood of mutual support and trust. No matter the training or rules of conduct on the books, police officers tend to define what makes good policing by what their peers do and say. Volumes have been written on this subject.

For a more specific local perspective, I turn to people who have worn the uniform in our city. Former Portland Police Chief and Mayor Tom Potter spoke to the Downtown Neighborhood Association in March. I have known Potter since the 1980s, when he

commanded the Central Precinct. He consistently championed community policing, whetting appetites for what could be even as transformation remained theoretical.

“As chief, I said at every roll call that the community comes first,” Potter told DNA members. “Police culture puts loyalty to each other first—your second loyalty is to the community.”

A Portland Police Association union representative told him that’s how things were and how they would be.

“I realized the police union was a problem,” he said. “They were committed to upholding the warrior approach. I don’t think much has changed, frankly. That police culture is a hard nut to crack. It never happened when I was chief, and it never happened when I was mayor.”

As our only mayor who was also chief of police, Potter has a unique perspective. But his assessment matches that of another man I know, a retired county sheriff and elected official who told me privately that the police culture is so strong that new recruits cannot change it. Instead, they predictably become imbued with that culture. Reforming an existing police



**BRIEFING THE RECRUIT**

department from within, he concluded, may be impossible.

A culture that tells officers that only the views of their peers matter may explain why police shootings keep happening despite public outcries and reform efforts. The police know their approach puts them on a collision course with the people they are sworn to serve. They know how popular the idea of the Portland Response Team, a fledgling program enlisting unarmed counselors in responding to mental health crises, is in our city. But the brotherhood always seems to come first.

The U.S. Department of Justice has been enforcing a 2014 agreement with the Portland Police Bureau

related largely to excessive force against the mentally ill, and still the bureau cannot demonstrate that it has instituted the changes expected.

A series of local police accountability systems has piled on an ash heap over the decades, but all suffered from limited purview and meager buy-in. Through resistance to civilian oversight, police officers are saying that civilians cannot judge them.

I believe most police officers chose the profession because they wanted to protect and serve, but their early idealism was no match for the culture they had to swim in. Until our political leaders directly and candidly address police culture, there will be no change. ■

## Readers Reply

Letters can be sent to: [allan@nwexaminer.com](mailto:allan@nwexaminer.com) or 2825 NW Upshur St, Ste. C, Portland, OR 97210. Letters should be 300 words or fewer; include a name and a street of residence. Deadline: third Saturday of the month.

### Counseling needed

In regard to Mr. Louis Wilhelms’ passing [Pastor fills in details of Louis Wilhelms’ life,” April 2021], I have seen similar results to friends of mine for years. I do not believe Portland does enough.

I have found a program in Seattle called Fallen Leaves, and it does nicely for the homeless. We need to bring it to Portland, and then mix it with Portland Street Medicine and Multnomah County to carry our

health needs and prevent it. Then we blend it with Street Roots (and maybe NW Examiner too) to raise awareness and fund raise.

Then we include all the shelters and facilities to share their stories, and bless it with the churches for those like Mr. Wilhelms who could not finish this year out. Then we record the matter of the unknown domicile. It shouldn’t be unknown—it should be unnecessary.

There is security in a multitude of

counseling. We need to build it. *David K. Bailey*  
SW Oak St.

### Women forgotten

Thank you for your coverage of the Office of Community and Civic Life. Half of Oregon and Portland are women, who have suffered more than men during the pandemic. Six years after forming the Office of Equity and Human Rights, what are city leaders doing to help women? Women of color need gen-

der equity too.

Instead of small organizations like the Northwest District Association reinventing the wheel to conduct their own equity trainings, the NWDA should lobby city hall to give women’s equity its due. As you point out, pitting groups against each other is senseless. Aggressively countering sexism and misogyny will lift all boats. I’m tired of waiting.

*Juliet Hyams*  
Cannon Beach

# The NW Examiner

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## Jeannine Kafoury

Jeannine Patricia Kafoury, a resident of Sauvie Island, died April 7 at age 81. She was born May 28, 1939, in Portland, graduated from Jefferson High School in 1957 and attended Portland State University. She worked as an executive secretary to the president of Hyster Corp. and later formed the Portland Police Bureau's WomenSafe program. She was also an instructor for John Robert Powers Modeling, Acting Agency & Finishing School. She married Roger Upham; they divorced in the mid-1970s. In 1981, she married Ivan Kafoury and they moved to a Sauvie Island houseboat in the early 2000s. They co-owned and operated KXYQ radio station. After selling the station, she volunteered as a workshop facilitator for women soon to be released from Coffee Creek Correctional Facility, for which she was named volunteer of the year in 2004. She was president of the Oregon Speakers Association in 1993-94. She is survived by her partner, Ivan; son, Jerry Upham; and one grandchild.

## Christopher Krenk

Christopher Joseph Krenk, the administrator of the Cedar Hills Hospital for seven years, died April 17 at age 72. He was born Jan. 20, 1949. He graduated from the University of Oregon in 1971 and from the University of Washington, where he received a master's in social work. His career began at the Christie School, where he was director of program services. He retired as chief executive officer of Albertina Kerr in 2016, where he worked for 26 years. He was active in the Portland Pearl Rotary Club and served on the boards of many organizations, including Nursingale, the Non-Profit Association of Oregon and CareOregon. In 1977, he married Nellie Jo Babcock and they lived in Lake Oswego. He is survived

by his wife, Nell; daughters, Hanna and Miranda Haw; son, Elliot; and brother, Michael.

## Victoria Brockman



Victoria Brockman, who grew up in Portland Heights and was later active in local civic affairs, died April 8 at age 83. Victoria Thompson was born in Portland on Oct. 9, 1938, and graduated from Ainsworth Elementary School and Catlin School before attending Bennett College in Millbrook, N.Y. She married Berkeley Dowd at Trinity Cathedral in 1960; they divorced in 1969. She later married Peter Brockman, and they raised quarter horses in Sisters. She worked as his legislative aide when he served in the Oregon Senate from 1984-92. He died in 2004. She was married to John Bates from 2014 until his death. She was active in the Town Club, Portland Garden Club, Junior League of Portland, the Racquet Club, the University Club of Portland and the Colonial Dames of America. She is survived by her daughters, Mebane Elduen and Helen Dowd; sons, Berkeley Dowd Jr. and Stephen "Mark" Brockman; brothers, Stephen and George Thompson; three grandchildren; and one great-grandchild.

## Ione Clair

Ione Clair, a longtime resident of Kings Hill and Arlington Heights, died March 6 at age 88. Ione Scott was born Jan. 25, 1933, in Hood River and graduated from Hood River High School in 1951. She received a bachelor's degree in speech therapy from the University of Oregon in 1955. She worked as a school-based speech therapist, and after raising her children, in the Mountain Park Racquet Club Pro Shop. In 2017, she received the McAlpin Award for her extensive volunteering at Multnomah Athletic Club, where she was a longtime member of the Early Bird committee. She was also active at Trinity Episcopal Cathedral, where she was on the altar society and served meals weekly to community members in need. She was a past president of the Portland Junior League and volunteered weekly working in the Portland International Rose Garden. She married Harry "Buzz" Clair III in 1957; he died in 2015. She is survived by her sons, Chick and Mitchell; and two grandchildren.

## Maria Fellner

Mria Fellner, who lived on Northwest Westover Road for many years, died April 12 at age 94. Maria Frühwirth was born Dec. 1, 1926, in Austria. She married Paul Fellner in 1949, and they immigrated in 1954 to Portland, where he was offered a position managing a shopping center. She was an active member of the Multnomah Athletic Club, where she created and organized the annual Viennese Ball for several decades. Survivors include her husband, Paul; daughters, Eva and Marianne; and brother, Josef Frühwirth.

## Death Notices

**ANNA LOU (CLARIZIO) BELANGER**, 89, 1945 graduate of Cathedral Grade School.

**DOLORES CANFIELD BOWMAN**, 94, graduate of Lincoln High School.

**PATRICIA CUDAHY**, 92, 1947 graduate of Lincoln High School.

**BRIAN DUDDY**, 72, employed by ESCO Corp.

**DOUGLAS EBERWEIN**, 16, attended Catlin Gabel School.

**MARY JEAN (ESH) EILERS**, 99, 1939 Lincoln High School graduate.

**SYLVIA (ROMEDAHL) FRANZKE**, 90, member of the Multnomah Athletic Club.

**FRANCIS "YAYOI" (SONO) GALE**, 90, graduated from Lincoln High School.

**STEPHEN LEO GALLAGHER, JR.**, 81, sang with the Multnomah Athletic Club Balladeers.

**LAURA JEAN JORY**, 93, longtime office secretary at Trinity Episcopal Cathedral.

**LILY SADAKO HONGO-NAMBA**, 95, attended Couch Grade School.

## Corrections:

April edition cover story, "Glittergate," quoted an email including the line, "It's truly absurd how long this has been dragging on," which was sent by Deputy Ombudsman Tony Green to Ombudsman Margie Sollinger. We incorrectly stated that Sollinger sent it to Green.

Last month's obituary of William MacDonald wrongly identified him as a co-founder of PFLAG Portland. MacDonald was active in the organization, but the founders were Ann and Bill Shepard and Rita and Charles Knapp.

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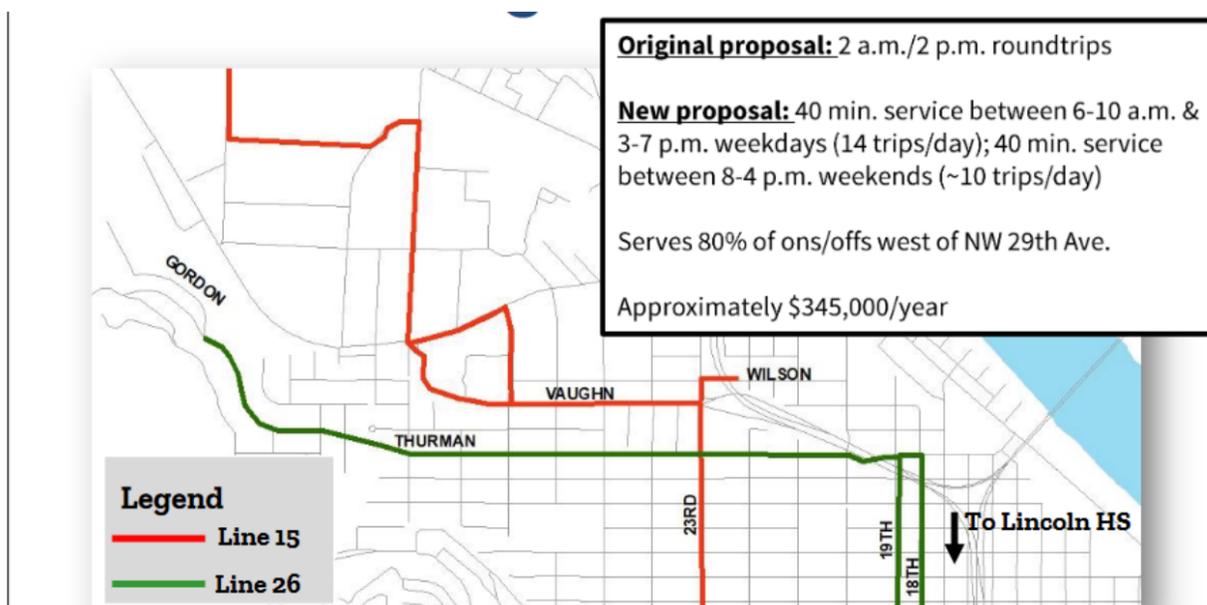
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# Bus to Willamette Heights endures despite cuts



BY ALLAN CLASSEN

From time to time, Willamette Heights residents have had to defend continued bus service to their hillside enclave west of the Thurman Street Bridge.

Eleven years ago, TriMet proposed ending Line 15 short of the bridge before surrendering to aroused locals.

“The last major attack on the line was in August 2010,” wrote Ted Kaye, who has lived in the same Willamette Heights house for 61 years, “when over-eager staffers canceled it outright (over safety concerns) while [TriMet General Manager] Neil McFarlane was on vacation in Hawaii.”

McFarlane returned to a packed meeting at Friendly House and soon recanted. He ordered traffic signals and signs to make the tight turnaround at Northwest Thurman and Gordon streets safer, a solution that’s remained in place ever since.

But last year TriMet staff were moved by growing concerns about buses backing into utility poles and recently installed mailboxes in addition to perpetually low ridership at the west end of the Thurman branch of Line 15. They offered a two-pronged alternative: Create a separate line looping through downtown served with a shorter bus that could accomplish a conventional U-turn.

The plan was presented in February to the Northwest District Association Transportation Committee, which had no objections.

“This solves a lot of problems for us,” said TriMet Outreach Services Director Clay Thompson, noting that neighbors had complained about safety problems.

Transportation Committee co-Chair Danelle Peterson said the proposal did not appear to be controversial. Committee members explained later that they assumed neighbors were onboard with the changes.

What did not come out at the meeting was the drastic reduction in frequency of service. The current Bus 15 makes 35 trips weekdays and 18 a day on weekends; a total of 211 trips per week. The proposed special line was to come only four times on weekdays and not at all on weekends. In sum, a 91 percent reduction in service.

Reports on the mood in Willamette Heights were incomplete. One hundred people submitted written statements to TriMet on the proposed changes to the bus line last fall. Later, 41 more responses were logged. In total, 56 percent opposed the changes and 34 percent favored them. A substantial number who liked the plan referred to the shorter bus but did not address (and perhaps were not aware of) the reduction in service.

One of the most motivated objectors is Jeremy Sacks, a Thurman Street resident who submitted a three-page letter in March and delivered another statement at the TriMet board meeting in April, the last opportunity for public input.

“Staff’s plan does not serve the needs of the Thurman branch’s riders, and effectively puts an end to public transit in our neighborhood,” he wrote.

Sacks called the lower ridership west of Northwest 27<sup>th</sup> Avenue a red herring, since all transit lines have fewer passengers near their end-points. He said shortening a line only hastens declining ridership.

Furthermore, shorter buses could not handle peak loads, he said, since “the current full-sized Thurman branch bus is full in the mornings and afternoons.”

“The new truncated Thurman line will make it impossible for commuters or high school kids to use the line other than at four appointed times,” he continued. “It assumes that commuters and high school kids have unalterable schedules. As we all know, they change all the time.

“As a daily commuter, my own schedule is at the whim of my clients. And while it is true that I leave in the morning and return in the afternoon/evening, limiting my choices to two times during each period means that I cannot rely on the bus to get to and from the office.”

TriMet staff also failed to account for the Portland Japanese Garden’s plans to purchase the former Salvation Army White Shield Home at the end of Northwest Gordon Street and use it for offices, classes and special events. Without regular transit service, vehicle traffic and parking would strain the one-lane

Gordon street and limited parking capacity in the area.

After discussions with Japanese Garden representatives, TriMet offered a compromise: expanding proposed service on the new line from four to 14 times on weekdays and a total of 20 weekend trips.

“I am very pleased that TriMet responded so quickly so that the service includes weekends and a little more service weekdays,” said Lisa Christy, chief external affairs officer for the garden.

While Christy would like greater frequency, she said TriMet assured her that service adjustments can be made to accommodate increased demand when the Japanese Garden program is operational, which could be in two years.

But Sacks and resident historian Kaye are not satisfied with the compromise schedule. In a two-page letter to TriMet Interim General Manager Sam Desue Jr., Kaye laid out a history of the transit agency’s relationship with Willamette Heights.

“I strongly protest TriMet’s decision to reduce to nearly nothing the transit service ... in Willamette Heights—service that goes back well over a century. Recent minor adjustments to the plan to cut service fail to address the key issue of the route itself.

“TriMet staff has been attacking this end of the line for years. In

2010, they canceled it precipitously before a quick reversal. And changes should certainly not be made until we understand post-COVID transportation demand.”

Kaye identified key users of the line as commuters, Lincoln High School students and Forest Park visitors.

“TriMet has been steadily eroding service on the line for years,” he concluded, “reducing the frequency of buses and moving the layover point away from Gordon and Thurman.” ■

## Some support change

Supporters of the separate line to Willamette Heights often mention low ridership and the advantages of a smaller bus. A sampling of comments received by TriMet included:

“We need a shorter bus because the street passage and turnaround are frankly dangerous, especially with the increased traffic (automotive, bikes and pedestrian), as well as increased volume of visiting cars parked on Thurman. The bus is almost always empty and it seems like limiting the trips up and down Thurman will not impact very many people.

--Evelyn Kim

“Thurman is a heavily trafficked street due to access to Forest Park and the 405. Less frequent bus travel and general traffic is in line with the safety of our neighborhood. This change may have benefits of reducing crime in the neighborhood as well.

--Jessica Zahnow

“I think the proposed changes are great. I’ve always wondered why shorter buses aren’t being used up here in this tight, busy neighborhood. We’ve been here a long time and have used the public transportation considerably over the years, yet the ridership appears to be down and I believe that the new schedule will accommodate the majority of the needs.

--Don Volonte

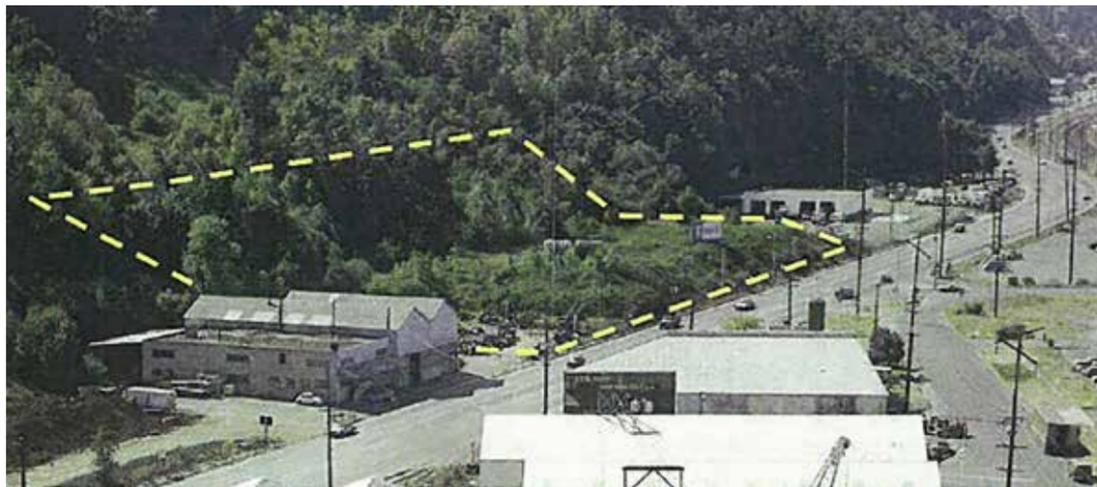
“I’m happy to see the New Thurman line limited in hours. I think it’ll be a rarely used bus, but the four trips per day will serve Lincoln students and commuters somewhat well.”

--Genevieve Fu

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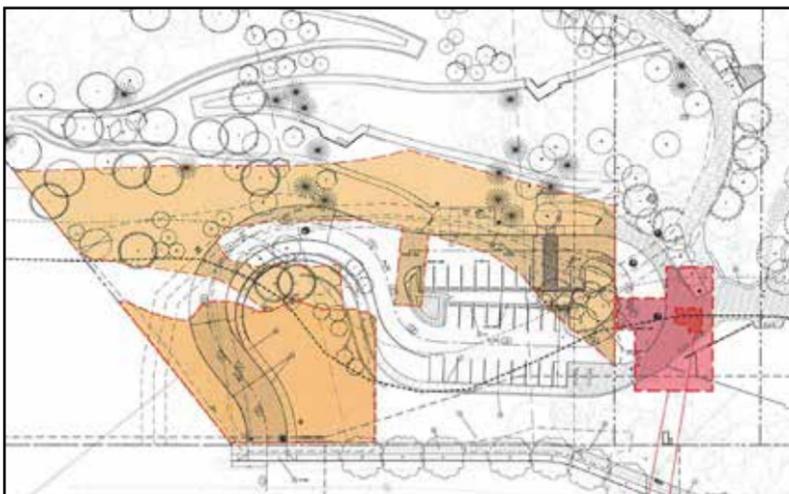
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Above: The Portland Parks & Recreation land rises abruptly at a 30-percent grade at the edge of the proposed Forest Park entrance.

Far right: Runoff has rutted a steep trail just above the contaminated wetland site. The Oregon Department of Environmental Quality found that such runoff has leached PCBs into the Willamette River. Photo by Wesley Mahan

Near right: Shaded areas denote location of soil contamination.



“Puzzle” cont’d from page 1

lot just happens to be on the site of a toxic chemical spill that the Oregon Department of Environmental Quality is demanding the city clean up by the end of the year. In February, DEQ announced a \$458,000 fine for failing to prevent toxic waste from leaching into the Willamette River.

The specified remediation involves an asphalt covering of the toxic PCBs left from years of old transformers and electrical equipment stored there by Brazil Electric Co., which sold the land to the city in 2005.

The proposed parking lot just happens to be planned over the area where PCBs have accumulated. So the entrance project might better be called a DEQ remediation measure with parking stalls striped on top.

That’s how it looks to two Forest Park advocates who have been following this saga for years.

“The whole idea of the nature center was to put a plug on these toxic wastes,” said Northwest Portland resident and attorney Tom Cunningham. “I didn’t quite grasp that at

first.”

Although Cunningham filed an appeal with the Oregon Land Use Board of Appeals last year to block the full-blown original entrance project—in part due to excessive traffic noise and inaccessibility to the rest of the park—it all made sense to him when he read about the DEQ fine.

Catherine Thompson, who has saved virtually every available document related to the entrance project, has come to the same conclusion.

“We discovered the proposed parking lot will consume all that remains of the \$4.8 million allocated for the visitor center doing the DEQ remediation,” Thompson said. “This is the entire rationale for the repair of the short uphill segment of Firelane 1—replacing drains and paving the parking lot to cap the site.”

Portland Parks & Recreation provided a response to these assertions through spokesperson Mark Ross, who wrote, “PP&R shared the fact that the site was a former industrial site with a very low level of residual

contamination that was signed off on by DEQ, along with other site constraints pertaining to stormwater control that would need to be addressed. ... The consent order is a public document and is readily available as such.”

All true, but the bureau did not share the fact that the 2014 order was well in arrears or that the parking lot apparently gained high priority because it was doing double duty as required remediation.

Ross also said the fine was reduced to \$20,000 “as long as the bureau completes the project elements the agency requires by Dec. 31, 2021.”

DEQ calculated the \$458,000 fine based on the city’s estimate of remediation costs and was willing to forgo payment as long as the city was making progress.

DEQ Public Affairs Specialist Lauren Wirtis, noting that the city recently submitted all permit applications for the required work, told the NW Examiner, “As long as we’re seeing that kind of progress, we’ll be OK.”

## Fire danger

Meanwhile, another park threat looms on the back burner. It is related to the entrance project in that it is not part of the entrance project—but in some minds should have been.

Cunningham and Thompson opposed the entrance project on several grounds, mostly because the elaborate new infrastructure would not fulfill the primary mission of preserving the park. Why attract more visitors when usage already strains the park’s ecosystems and staffing available for maintenance and enforcement of park rules?

John Thompson, Catherine’s husband, spelled out the fire danger last year in an email to state Rep. Mitch Greenlick:

“After the Eagle Creek fire, we know that no forest is safe and that firelanes play a critical role. Firelane 1 is the only firelane in Forest Park that runs across the base of the forest. All others run from top to bottom of the ridge and are considered less useful in the event of a



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The wetland next to the former electric equipment supplier is contaminated. Photo by Wesley Mahan

forest fire.

“Firelane 1 is in terrible condition. In some spots it is only about three feet wide due to small landslides. A parking lot adjacent to the base will lead to accelerated degradation because of increased foot and bike traffic.

“Although City Council acknowledged that Firelane 1 needs repair in 2018, there is no budget to make repairs [nor is it] part of this project.”

Thompson also noted a growing number of homeless camps below the firelane.

“A fireman from Station 1 told us that they respond to smoldering ground fires resulting from abandoned campfires in Forest Park with some regularity and must carry fire-fighting equipment on their backs,” he added.

Portland Fire & Rescue responded to 157 homeless camp fires in the first three weeks of April, a pace far above past experience.

Thompson asked Greenlick to suggest that Parks Director Adena Long make repairs to Firelane 1 a prerequisite to building a parking lot,

which might attract more camping in the vicinity.

“Given your prior support and the state funding you secured,” Thompson concluded in his query to Greenlick, “I was hoping your letter would have influence in their decision-making.”

Greenlick wrote to Long as requested.

“While I have generally remained in support of this project, his message raises significant concerns,” he wrote. “Would you help me understand the impact the currently designed project has on the safety of Forest Park? We should be very careful about degrading the safety of the park. Has there been an environmental impact study on the effects of Phase 1? Are we really ready to go?”

Greenlick died about three weeks later without receiving an answer. A year later, Long did not respond to the Examiner’s request to state her position. ■

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Neighbors and city officials see potential in using Northwest 13th Avenue to revive businesses and public activity.

## New group seeks action on 13th Avenue

While the Portland Bureau of Transportation has encouraged restaurants around the city to experiment with seating arrangements in the public right of way, the Pearl District Neighborhood Association and Pearl District Business Association have taken a strategic approach to revitalizing their community.

The recently formed 13th Avenue Action Group brings together residents, business people and city staff to explore ways to keep restaurants open and improve life in the public realm.

David Dysert, co-chair of the PDNA Planning and Transportation Committee and representative to the action group, says now is the time to get beyond strict regulation for outdoor seating.

“This is not about rules,” Dysert said. “This is about bringing life back. This is about opening up. This is about who’s on the street and able to make something better.”

Committee member Hyeji Sheen expressed concerns about focusing on the profitability of businesses rather than building community.

“We need programs, not structures,” Sheen said.

Dysert countered that any players who can bring activity to the streets are welcome, and because there is no funding to do so, businesses are most likely to accomplish that.

There is an imperative to act now because “people are afraid to come down here,” he added, referring to well-publicized riots and vandalism.

## In other news . . .

### Jojo to old Daily Café corner

Jojo, a popular Southeast Portland fried chicken cart for the past two years, will add a restaurant space in the former home of Daily Café at Northwest 13<sup>th</sup> and Kearney streets. The business is owned by Justin Hintze, a former real estate agent turned chef. The core menu featuring smoked-then-fried chicken, potatoes with mashed interiors and mammoth sandwiches will be the same as at the cart. Cocktails, vegan burgers and fresh pastries will be added. Opening day could be late spring or early summer.



### Blue Star coming back

After declaring Chapter 11 bankruptcy last year and closing four of its eight Portland locations, Blue Star Donuts is planning a comeback. The company has leased the former Oregon Culinary Institute space at 1701 SW Jefferson St. CEO Katie Poppe attributed the decline to COVID and predicted Blue Star will emerge stronger than before.



### Farmhouse Kitchen in Pearl

Farmhouse Kitchen Thai Cuisine is opening its second Portland restaurant at 121 NW Ninth Ave. “My goal is to make sure people get enough spice,” said owner-chef Kasem “Pop” Saengsawang. The company also has locations in California.

### Tea for more than two

Tea Four (above), featuring the teas of Taiwan, is operating in the former Moonstruck Chocolates location at 526 NW 23<sup>rd</sup> Ave. In addition to 12 flavors of tea, plus combinations with milk and fruit, the shop sells popcorn chicken, potstickers and other snacks.

# NOBBY NEWS

Vol. 27, No. 5 “News You Can’t Always Believe” May 2021

## Secret sauce

When sauce master Jerry took over preparing the Nob Hill Bar & Grill’s top secret Super Secret Sauce,” things went smoothly for a very long time.

But when Jerry was edged out of the bar’s “mister congeniality” contest by customer Ron, things went weird. Jerry began wearing a silly Russian hat and using the words “da” and “nyet” in normal conversation!

The rumor arose that the Super Secret Sauce recipe was being leaked to the Russians!

Jerry had always been diligent in preparing and guarding the recipe. Any regular will tell you, “Jerry’s been on the sauce for years!”

Things returned to normal when Greg, assistant kitchen manger and clogging coach, assured Jerry that he is well



liked, just not popular. So the Super Secret Sauce continues to embellish all of Nobbys’ burgers, and Jerry is happy he is well liked. Just not popular.

<b>BURGER COUNT</b> 1,243,505	Enter your name for a monthly drawing. This month’s winner is Brice Beck
----------------------------------	---

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# Pivotal report on Civic Life withheld from public

## Hardesty's own observation of bullying not enough to replace director

BY ALLAN CLASSEN

The NW Examiner joined Oregon Public Broadcasting and Willamette Week in seeking disclosure of a consultant's report upon which City Commissioner Jo Ann Hardesty has said she will base plans for Office of Community & Civic Life Director Suk Rhee.

The city has refused to share copies of a report by ASCETA LLC on the grounds that it was provided to the Office of the City Attorney and thus covered by attorney-client privilege.

OPB reported in March that Hardesty met with Civic Life employees,

who asked that Rhee leave the meeting so they could speak freely.

"Soon, a torrent of allegations came flooding out: harassment by higher-ups, inexperienced managers, inappropriate hiring practices and a culture of retaliation," OPB reported.

"The general theme was intimidation,' Hardesty recalled. 'I had people say they had been in staff meetings where most of the people left crying in tears. I heard people are bullied.'"

Hardesty said her decision regarding Civic Life's future would ensure

that "employees will not be bullied, intimidated or treated disrespectfully in any way."

Last month, the Examiner reported that Hardesty gave an indirect answer to emails showing that Rhee lied to her about a Civic Life employee who sent a glitter bomb to the newspaper in retaliation for negative coverage about the Civic Life Noise Control Program.

"I take allegations of misconduct very seriously and particularly issues that involve the media and public trust," Hardesty wrote. "For these reasons, I continue to look forward to reviewing the results of the upcoming cultural assessment of the Office of Community & Civic Life and to learn more about how the office can improve its internal culture, build



Civic Life Director Suk Rhee.

trust and better serve our city.

"I am happy to keep the public informed about the process and transformation regarding the bureau as a whole." ■



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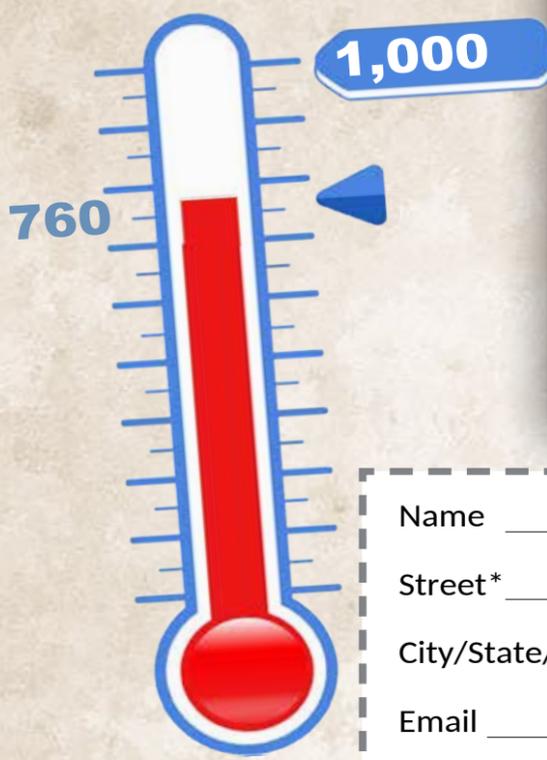


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- Wholesale development coming north of Northwest Vaughn Street, spurred by the new corporate owners of Montgomery Park and a proposed streetcar line.
- What goes on at ongoing (sometimes unending) neighborhood meetings that might affect our future.
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# NW PORTLAND / PEARL DISTRICT DEVELOPMENT MAP

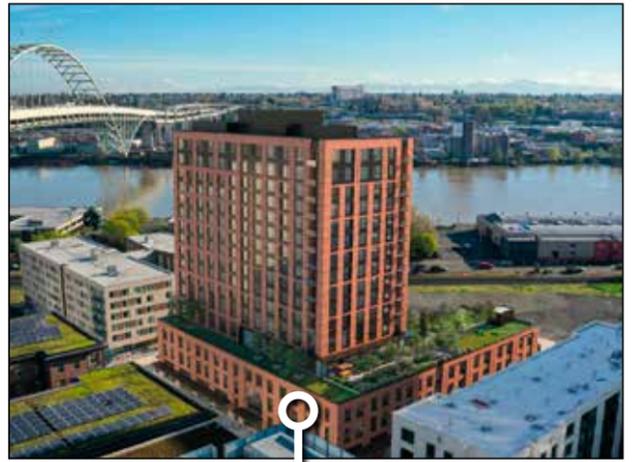
## ESCO PROPERTY

Owners of the former ESCO Corp. property between Northwest Vaughn and Nicolai streets have completed the cleanup of soil contaminants and are awaiting city land-use decisions expanding potential uses beyond heavy industry. Warren Rosenfeld, a member of the ownership group that acquired the ESCO site three years ago, says the 23-acre parcel and the adjacent Montgomery Park land could eventually support 4,000 jobs.



## THE HOLDEN OF THE PEARL

Walsh Construction Co. has requested a noise variance to begin construction on The Holden of the Pearl, 1501 NW 13th Ave., as early as 4 a.m. and sometimes at 6 a.m. City code would otherwise prohibit work before 7 a.m. The luxury senior apartment building will include assisted living and memory care units.



## C.E. JOHN COMMERCIAL BUILDING

The former Chase Bank branch building at Northwest 23rd and Lovejoy streets is being remodeled into three retail suites. The 1992 building is owned by C.E. John Properties of Vancouver, Wash.



## 1601-1607 NW 23RD AVE.

A 1904 eight-unit apartment building at Northwest 23rd and Raleigh streets is being converted into Airbnb units by a development group headed by Jeff Wallach, a Portland-based journalist, real estate investor and golf promoter. Short-term rentals could begin this month. Wallach said the tenants received mandated relocation and other assistance. One tenant was holding out as of late May.



## BLOCK 63

The Downtown Development Group, a real estate firm owned by members of the Goodman family, has purchased the block bounded by Northwest Ninth, 10th, Everett and Davis streets for about \$13 million. The block is occupied by several one-story commercial buildings erected in 1917 to 1920. DDG co-President Greg Goodman said, "We're bullish on Portland's future."



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



Sections of Northwest Johnson Street will become one-way, necessitating signs advising drivers they can park on the left side.

“Transportation” cont’d from page 1

“A virtual meeting in support of mutual understanding of the process moving forward sounds like a good idea,” Pearce wrote.

Five days later and before any arrangements for the sit-down were made, PBOT work crews installed barriers at Northwest 18<sup>th</sup> and Johnson streets, one of three locations NWDA sought to defer until the effect of other diverters in the plan could be measured.

The concrete barriers discouraging or blocking through traffic are part of NW in Motion. The program covers the Northwest District, where they have been extremely divisive, and the Pearl District, where no resistance has been identified.

The 18<sup>th</sup> and Johnson location conflicts with the NWiM policy of restricting traffic flow at the edge of the district—to limit cut-through driving by commuters—instead of the interior, where those inconvenienced are primarily local residents, workers and shoppers.

Pearce’s agreement to meet was seen as progress by neighborhood association leaders. A week prior, he showed no signs of budging.

In an April 13 email copied to Transportation Commissioner Jo Ann Hardesty and PBOT Director Chris Warner, Pearce advised NWDA, “I conferred with the NWIM staff team and Commissioner Hardesty’s office. We have concluded that we will continue with the implementation of the Phase 1 projects this spring as part of the seasonal process outlined in Zef’s [Project Manager Zef Wagner] message below. We feel that the process as laid out allows for the use of temporary materials and analysis and adjustment with each phase that can be responsive to unforeseen issues/concerns that may arise.”

NWDA has consistently made two points about the timing and sequencing of barriers:

- Installation of other diverters in the vicinity will affect traffic patterns at given intersections and

- Traffic counts must be taken immediately before barriers are installed to establish a starting point from which to measure success or failure.

The data collected for the six Phase I diverters was obtained between 2017 and 2020. PBOT considers more than 2,000 trips a day the threshold for traffic control measures. The latest counts for the three interior intersections where NWDA has challenged intervention were between 1,054 and 1,325 per day.

The City Council approved NW in Motion last October without amendments to address NWDA concerns. That vote followed PBOT’s pledge to give special attention to neighborhood concerns.

“It’s totally appropriate for them [NWDA] to hold our feet to the fire and to tell us loud and clear that we need to be engaged with them, not just now, but going forward for years to come, and we commit ourselves to that,” Wagner told the council.

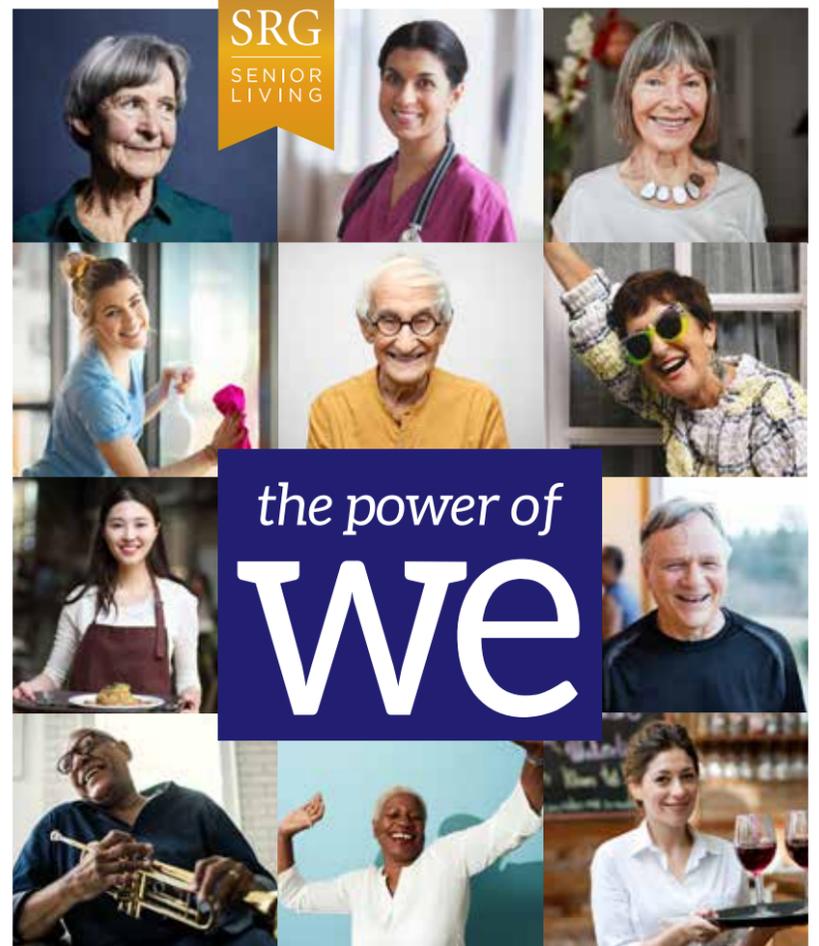
That satisfied Mayor Ted Wheeler.

“Why don’t we do this?” Wheeler said. “It sounds like you are willing to make the commitment on behalf of PBOT to continue to work with NWDA. And it sounds like the implementation is going to be an interactive process, that you will continue to engage the community. That makes a lot of sense, and I am appreciative of that.”

Wagner later interpreted that interchange as requiring no special follow-up.

“City Council did not ... amend the plan,” Wagner told NWDA in a February email. “In discussions with council staff about this, our understanding is that they decided the plan’s implementation strategy contained enough flexibility, using interim materials with opportunities to adjust as needed, to avoid the need for a plan amendment.” ■

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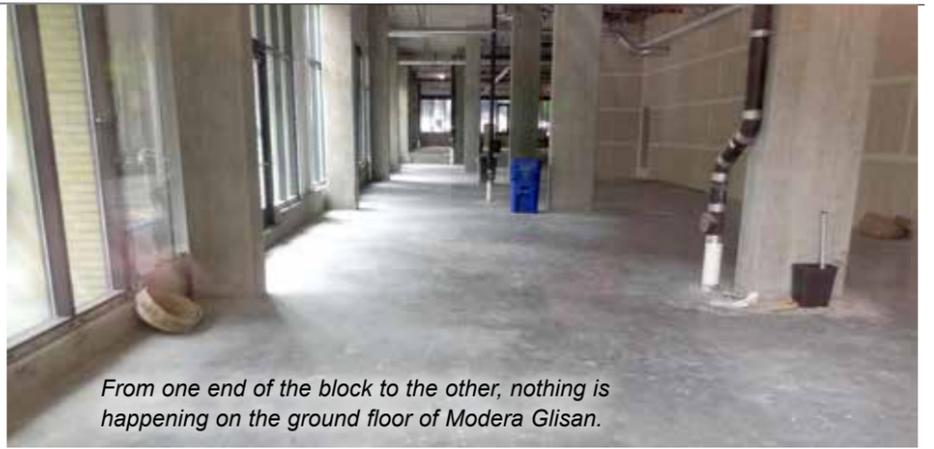
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**“In many cases, the property owners are financially successful without rent from the ground floor, and filling those spaces is more trouble than it is worth.”**  
**— Rick Michaelson**

“Vacant” cont’d from page 1

**DiChiara:**

“It is a problem. I fear there will be lasting damage from last year of failed governance and the ongoing epidemic of trash and homelessness. I also think we are yet to see a significant flight of office tenants from downtown as leases turn. Many companies I know have had enough and will relocate as soon as they are able.”

**McNulty**

“There are a large number of vacancies in select retail locations throughout the city, state and USA. Much of this is because of COVID, and much of it was how we responded to COVID. We wanted everyone to shut down.”

**Michaelson**

“This is a problem. ... With so much ground floor space available, we get a spotty mix of retail businesses, vacant spaces and occasional-use spaces, rather than a concentration of businesses that make a successful shopping district.”

**Schultz**

“It’s an issue that isn’t going away after COVID and needs creative solutions.”

**Unkeles**

“I think the turmoil in the market

is going to be immense. All the rent that’s been deferred by the big real estate guys will be due, and it’s hard to see how all the tenants are going to be able to pay anything on the old debt. Landlords are going to want real paying tenants, and with all the pent-up demand, there should be a decent supply of those. This will mean A LOT of churn.”

**Are the Pearl and Northwest District better poised than other areas?**

**DiChiara**

“Retail leasing basically shut down during COVID, and with the unrest that followed, many retailers are taking a wait-and-see approach to Portland. That said, we have seen steady interest in Slabtown, and have been able to advance a few leases over the last several months.”

**McNulty**

“My personal opinion is that lifestyle cities are not dead at all and that they will come back to life with more force than in the past, as will travel.”

**Unkeles**

“In a rising market, vacant space is often worth more than occupied space because the opportunity to get rising rents equates to value, especial-

ly to out-of-town landlords.

“Maybe in Northwest and the Pearl, there will be some landlords who think energizing the street has enough value short-term to go to the trouble, but I doubt it will be widespread. Killian Pacific has done that on the corner of 14th and Kearney.”

**Cheap space has historically attracted artists, even art colonies. Could that be a path to rejuvenating commercial areas?**

**Unkeles**

“The artists creating cool neighborhoods’ scenario works in formerly successful areas that have fallen on hard times and been down for a while. I don’t think it’s a general salve for crisis situations. Plus artists have their own problems.”

**What about space for indoor “food carts,” art displays, self-storage lockers, homeless shelters? Would any occupant be better than vacant, papered-over windows?**

**DiChiara**

“I am doubtful that temporary uses will make sense. There is too much investment required to build out a ‘cold shell’ into a functioning retail

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Left: Pearl West, completed in 2016, still has not found a tenant for its prime commercial space at Northwest 14th and Irving streets.

Above: Commercial space in the AltaPeak building at 1638 W. Burnside St. remains unused more than a year since it was completed.

space so it isn't likely going to happen often without paying tenants. That said, much ground floor retail space is 'loss leader' space that does not contribute to a project's return but can be looked at as an amenity for the community. I suspect we may see more of that, but it still takes a big investment to open a retail spot in Portland."

**McNulty**

"There is no doubt that the American spirit and entrepreneurship are alive and well, but we will still have empty space. Some might become new retailers, community space, offices, micro schools, art galleries, public 'third spaces' or reimagined to something we might not be able to predict.

"Homeless shelters need to be addressed, but I don't think using retail as shelter space is a long-term solution."

**Michaelson**

"We need to ensure that the vacant spaces do not detract from the pedestrian quality of the street. Art displays and good lighting can go a long way toward fixing that problem.

"Secondly, an expanded use list would be very helpful, but it would be unlikely to fill very many more of the spaces without government funding/intervention. In many cases, the property owners are financially successful without rent from the ground floor, and filling those spaces is more trouble than it is worth."

**Schultz**

"Many developers are also converting ground floor retail to residential spaces in built projects that they own. It's an issue that isn't going away after COVID and needs creative solutions."

**Has the city of Portland fostered the oversupply of commercial space by requiring active ground floor uses in most larger buildings?**

**DiChiara**

"Retail doesn't work everywhere so it should be more concentrated for success. On streets that will not support retail, the zoning code should be more flexible about other types of active space."

**Michaelson**

"This is a long-term situation. The ground-floor active use (and in some places retail) requirement in the zoning code were implemented without adequate economic evaluation. I believe that there is a far larger zoning requirement for active ground-floor space than there is demand.

"A more targeted approach with a clearer delineation of retail streets, quiet streets and service streets [could be helpful]."

**Schultz**

"I do think the city is too focused on ground-floor retail/commercial space and should be open to other options, including everything you just listed (in the previous question)."

**Disorder drives out business**

**DiChiara**

"Our city needs to get a handle on the filth, garbage and lawlessness before things return to their former vibrancy. .... Many companies I know have had enough and will relocate as soon as they are able."

**McNulty**

"Homelessness, lawlessness, cleanliness and accessibility to public space are all fundamental issues governments are supposed to manage. Currently many of those issues aren't being dealt with by countless administrations nationwide, and it is creating a problem for storefronts, streetscapes, public spaces, residents, renters, owners, investors or even the governments themselves." ■

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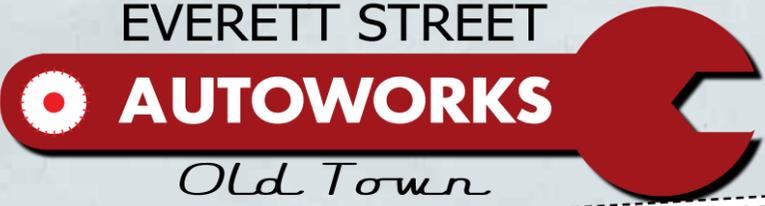
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**BOTANICA FLORAL DESIGN** (far left) opened its second Portland location last month at 1124 NW Lovejoy St. The company was founded by Josef Reiter, who was a performing artist in New York City for 21 years before moving to Portland.

**TITLE NINE**, (near left) a women-operated retailer of sports and outdoor gear for women, has moved its Pearl store to 944 NW 23<sup>rd</sup> Ave. in a part of what was a Chase Bank branch office.

**BANK OF THE WEST** is coming to a remodeled space at Northwest 23<sup>rd</sup> and Lovejoy streets later this year. The building, owned by C.E. John Co., is being divided into three suites after serving as a Chase Bank branch for about 10 years.

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Pearl District Neighborhood Association Safety and Livability Chair Judie Dunken (left) and Multnomah County Commissioner Sharon Meieran participated in a graffiti cleanup involving five Westside neighborhood associations and about 100 volunteers, April 24. The associations are moving toward formalizing an alliance on safety, livability and homelessness issues.



The Linnton Community Center Four-H project is getting kids involved in the care of goats and chickens on a lot donated by Multnomah County.



Wesley Mahan was interviewed by KGW News about increasing numbers of fires in homeless camps last month. This one was along Interstate 405 at Northwest Couch Street.



Burned-out taillights were replaced free of charge in Old Town last month as part of CNBSeen, a nonprofit project founded by Don Merrill to remove a guise for sometimes-deadly police stops of Black motorists. Similar groups have formed in other states since the murder of George Floyd in Minneapolis.

## Neighborhood Activist



### Neighborhood Association Board Meetings

NWNW Coalition	2nd Wed., 5:30 pm
Arlington Heights	2nd Mon., 6:00 pm
Downtown	4th Tues., 6:00 pm
Forest Park	3rd Tues., 7:00 pm
Goose Hollow	3rd Thurs., 7:00 pm
Hillside	2nd Tues., 7:30 pm quarterly
Linnton	1st Wed., 7:00 pm odd months
NWDA	3rd Mon., 6:00 pm
Old Town Board mtg	2nd Wed., 11:30 am
Community mtg	1st Wed., 11:30 am or 6:00 pm quarterly
Pearl District	2nd Thurs., 6:00 pm
Sylvan-Highlands	3rd Tues., 6:30 pm

### Northwest District Association Annual Meeting

#### Election of the Board of Directors and President

*Due to the Health Emergency, this will be a Virtual Election*

Balloting will be open from 9:00AM Monday, May 10 to 7:00 PM Monday, May 17. Details of how to vote online will be distributed to members of the NWDA in advance

To vote you must be a member of NWDA as a resident, property owner, or a representative of a business or non-profit organization. Membership in NWDA is free.

To join: Go to [northwestdistrictassociation.org](http://northwestdistrictassociation.org) and click on "Apply for Membership" at the bottom of the page or call Neighbors West-Northwest at 503.823.4288.

There are seven candidates declared for the ten open Director positions: **Brad Chase, Elliot Ganser, Jake Laban, Tanya March, Steven Moskowitz, Jeremy Sacks** and **Vicki Skryha**.

There is one candidate declared for President: **Parker McNulty**.

Following the close of balloting, ballots will be confirmed and tallied. The result will be announced to the membership and a meeting of the Board of Directors will be called to elect officers, TBD.

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

For more information contact Mark Sieber at [mark@nwnw.org](mailto:mark@nwnw.org).

[See NWNW.org/calendar](http://SeeNWNW.org/calendar) for details.

Contact Neighbors West-Northwest  
503.823.4288  
[NWNW.org](http://NWNW.org) - [coalition@NWNW.org](mailto:coalition@NWNW.org)

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Sold in 2021 for \$419,731  
Total Appreciation in 8 Months: 16.5%



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**Bull Mountain** \$589,900

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**Valley Hills** \$560,000

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**Forest Heights** \$535,000

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