A fund drive to underwrite a pedestrian bridge connecting the Wildwood Trail above West Burnside Street is halfway to its $2.5 million goal.

Charlie Swindells, chair of the capital campaign for the Portland Parks Foundation, says the 180-foot-span with decorative elements reminiscent of ferns along the Wildwood Trail, could become as iconic as the Benson bubblers.

Appearances aside, the bridge is critical to safety. City data show 51 crashes in the last decade, including 21 ‘lane departure’ crashes, one fatality and two serious injuries, as runners and pedestrians attempt to cross three lanes of speeding traffic.

The problem is hardly a secret. A description of the trails between the Hoyt Arboretum and Pittock Mansion on the privately owned tourism website Oregon.com puts it like this: “the [Wildwood] path crosses Burnside Street—a busy, frightening highway you’ll have to cross at a run.”

The campaign to mend the most significant break in the 30-mile Wildwood Trail—the crown jewel of the city’s renowned 40-mile “Intertwine” trail system—is in its home stretch. Two decades after a 1996 city study yielded thoughtful plans but no funding, this fundraising campaign has emerged from its “quiet phase,” Swindells said.

More than 60 individuals and a dozen foundations, boosted by a half-million in city dollars, have generated $1.3 million for the project.

“We’re putting together a project team with the intention of bringing the project to the 30 percent design completion stage by late this year or early 2017,” Parks Foundation Executive Director Jeff Anderson said. “We feel like we’re about halfway there. This campaign to fund walking span halfway to goal

Terminal 1 shelter stirs reactions, but making sense of them a harder task

Many locals have strong feelings about the proposed homeless shelter at Terminal 1. So far, the partisans have mostly talked past each other: one type of comments in private or online; another, at public events.

And the neighborhood association that serves as the city’s official citizen input system has treated the whole matter as radioactive, unwilling to host a forum and putting off the broader question of whether a facility for the homeless here is a good idea.

The Northwest District Association turned down a request from Oregon Harbor of Hope originator Homer Williams to host a forum in September. So Williams and his team of consultants and volunteers scheduled their own

Developer holds firm to pile-driving decision

Neighbors and young students say no to pile driving between the Fields Park and kindergarten classes. Photo by Julie Keefe

Community resistance broadens, gains traction at City Hall

Continued on page 8

Continued on page 7
Bikers Take Note—Easy Commute
A Gently Refined Craftsman House in Grant Park Near Hollywood

2137 NE 42nd Avenue
The very walkable and bikeable Hollywood neighborhood in NE Portland is full of Craftsman homes. None are more carefully preserved than this beauty built in 1908 and restored by the present owners. Unpainted woodwork, carefully chosen period fixtures and historic designer paint colors, deck and verdant gardens put the frosting on the cake.

3 bedrooms, 2 and ½ baths, 2,544 Sq. Ft., off-street parking RMLS #16336734 $699,000.

Walker’s Heaven, Biker’s Paradise
Historic Alphabet District — The Doherty Condominiums

2264/2268 NW Kearney Street
This boutique condominium of 2 units could be in San Francisco’s Noe Valley. Built in 1907 as a duplex, the spacious units have been renovated by Reilly Homes with all the character and craftsmanship restored and enhanced. Each has generous outdoor balcony and porch, off-street parking, shiny wood floors and new kitchens and baths.
2264 — 2 bedrooms, den, 3 baths, family room, approx. 2,262 Sq. Ft., RMLS #16328843 $975,000.
2268 — 3 bedrooms, 3 baths, family room, approx. 2,707 Sq. Ft., RMLS #16479551 $1,150,000.

Slabtown Committee Members Present Homer Award to Dan Volkmer

Honored to receive the 2016 Homer Award, named for long-time neighborhood merchant Homer Medica.

The annual Slabtown Festival celebrates the traditions that make our NW Portland neighborhood special.

Laugh-In Celebrity/Entertainer — Brian Bressler
Preservationist — Tanya March
Friendly House Manager — Denise Laford
Slabtown Manager — Jim Giry
NW Library — Kim Anderson

Dan dons an apron in the spirit of Homer Medica.

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Burdean, Dan, Mardi, and Kishra

See our website at www.danvolkmer.com
Hoyt Street Properties, in explaining its plans for impact-hammer pile driv- ing on its next construction proj- ect, struck a jarring note. The developer advised neighbors that hammering piles was the only way it could erect high-rise condominiums rather than rental apartments.

Condominiums, the letter claimed, are “a better choice for the neighborhood,” even though they represent greater risk and lower profit margins for the developer.

In order to achieve this lofty social goal, neighbors of all income levels will have to endure “short-term noise and inconvenience for the long-term benefit of not having yet another for-rent project.”

That means nearby residents, many of them tenants in subsidized apartments, must put up with perhaps three months of ear-splitting noise to keep people of their ilk from moving into the neighborhood. Such are the sacrifices expected of unwitting citi- zens in order to usher in this brave new world of luxury high-rises.

Will a 21-story condominium tower next to The Fields Park ben- efit the neighborhood?

With units selling for an average price approaching $1 million (prices for HSP’s last high rise ranged from $400,000 to $3.8 million), it will be terrific expected of unwitting citi- zens rather than rental apartments.

Déjà vu all over again, what with perhaps three months of short-term noise to keep people of their ilk from moving into the neighborhood. Such are the sacrifices expected of unwitting citi- zens in order to usher in this brave new world of luxury high-rises.

Will a 21-story condominium tower next to The Fields Park benefit the neighborhood?

With units selling for an average price approaching $1 million (prices for HSP’s last high rise ranged from $400,000 to $3.8 million), it will drive up property values, a boon to property owners and those who already own condos in the area. But Portland’s soaring real estate prices are at the heart of the city’s officially designated crisis and its No. 1 problem—housing inafford- ability. When land values go up, it becomes more difficult to build any kind of housing that aver- age-income people can afford. It also makes generation of subsi- dized housing more taxing and less likely to be built in adequate quantity.

Luxury housing also exacerbates income inequality. While condo owners gain unearned income through real estate appreciation, renters find it ever harder to keep up with rising rents, never mind making the leap into homeowner- ship. This may be an inevitable fact of economics, but one should hardly frame it as a social benefit.

So why did HSP make what it knew would be an unpopular deci- sion? Augering would cost more, the letter said, a difference so great the entire project might be infeasible.

Though the letter did not quanti- fify the cost, an HSP construction manager said earlier that it cost the company $500,000 to auger the Cosmopolitan on the Park. Assuming similar costs, that would come to $3,333 for each of the 150 units in the Block 20 building, dubbed Vista Pearl. Even if that reflects the extra cost over hammered piles and not the total cost of setting founda- tions, it is a small matter in calculating the total cost per unit—adding a third of 1 percent. One Pearl condo owner estimated that buyers typically spend three times that much on window shades. In other words; not a deal breaker.

Since HSP last used the hammer two years ago on Block 17, 12 consecutive Pearl developers have weighed the economic, technical and social factors and concluded that the quiet auger cast method was preferable.

We now have the added fac- tor of kindergarten children who attend classes one block away in The Ramona Apartments and go to recess directly across the street from Block 20.

HSP needs to get with the times and accept the responsibility of being a good neighbor, for the chil- dren if no one else.

Look at it this way: The last homeowner on the block to use a noisy two-stroke leaf blower earns no respect. When that homeowner is also the richest person on the block, it’s unseemly.

Does Hoyt Street Properties want to be known as the last builder in the Pearl, the district it virtually created and still dominates, to get away with an obnoxious, outdated technology to save a few bucks? They might need to reconsider their motto for the Pearl: “Icon of life well-lived.”

I might suggest: “Saving dimes for millionaires at the expense of children and common folk.”

I’m sure there will be other entries.

Fish opposes shelter

Commissioner Amanda Fritz and I voted against a proposed “mass shelter” for Terminal 1 North [Terminal 1 a good place to start], September.

Why? Because it’s a bad idea.

We should not warehouse vulner- able people in an active industri- al site. The shelter is flatly pro- hibited under the just-adopted Comprehensive Plan. Developer Homer Williams offered no plan and no funding to support his vision. And we were in the pro- cess of selling T-1 to an industrial user for the benefit of our rate- payers.

In your story, “The Big Plan,” you quote Mr. Williams to the effect that if I have a “better plan,” I should share it.

Here goes:

First, continue to support a policy of “housing first.” We need more homes, not dead-end shelter beds.

Second, continue to site small- er, more humane shelters in our neighborhoods—not hidden in unsafe industrial districts.

Third, support the housing bond on the November ballot. I have been helping to lead this grass- roots campaign, which will improve the lives of thousands of vulnerable children and adults.

Opposition to a mass shelter at T-1 is broad and deep. At our council hearing, we heard a chorus of concern from homeless advocates, business leaders, environmental- ists, neighborhoods and utility watchdogs. Council’s action has also sparked at least two lawsuits, and the recent Land Use Board of Appeals decision blocking the relocation of R2D2 to an industri- al district on the east side casts a big shadow over T-1.

It’s time to take T-1 off the table.

I applaud Mr. Williams for step- ping up to address the housing emergency. If he can raise the $40 million-$60 million dollars of pri- vate funds to support his vision, then the city should help him find an appropriate location.

Nick Fish

Portland City Commissioner
William Gambill
William Gambill, president of Lincoln Youth Football, died Sept. 3 of cancer at age 63. He grew up in Paradise, Calif., and attended Butte Junior College and Pacific University. He established Bill Gambill Construction, a residential building company. He was co-president of Tualatin Valley Youth Football during the early 2000s. He led a volunteer campaign to install an irrigation system at the West Sylvan Middle School athletic field. He is survived by his partner, Jane, and sons, Benjamin and Garrett.

Petter J. Moe
Petter Johan Moe, a longtime West Hills resident and interior designer, died June 6 at age 82. He was born Aug. 22, 1933, in Ankenes, Norway, and received a master’s degree in architecture in Denmark. He married Lise, and they moved to Portland, where he founded Petter Moe Interiors, and they moved to Portland, Oregon, in 1968. He operated from his home in Portland Heights before dying in 1997. He was president of Norse Hall/Grieg Lodge. He is survived by his partner, Jane, and sons, Benjamin and Garrett.

Susan Hawkins
Susan Hawkins, a resident of Northwest Pettygrove Street, died Sept. 2 at age 69. She was born in Detroit Nov. 6, 1946, and grew up in Clackamas. She received a bachelor’s degree from Portland State University and a doctorate in English literature from the University of Oregon. She taught English for more than 25 years at Oakland University in Rochester, Mich., serving as department chair her last five years. She retired in 2012 and moved to Portland to join her partner, Lay Margulies. She is survived by Margulies; stepchildren; and four grandchildren.

William A. Wheeler
William Allen Wheeler, who lived in Northwest Portland as a child and returned when he was an adult, died Aug. 30 at age 62 in Grants Pass after a long illness. Wheeler was born March 2, 1954, and his family moved to Northwest Saltzman Road when he was 3. He was in the first graduating class at Metropolitan Learning Center. He lived in Goose Hollow and the Northwest District as an adult. He has survived by his mother, Sylvia Wheeler; his sisters, Lisa Rodesburg, Margaret Peters and Julia Yackley. The family asks that any donations be made to local charities helping the homeless and mentally ill.

Donald R. Holman
Donald Reid Holman, a member of the Multnomah Athletic Club and The Racquet Club, died Sept. 15 at age 86. He was born in Astoria Jan. 30, 1930, and the family moved to Southeast Portland in the 1930s. He attended Franklin High School and graduated from the University of Washington in 1951. He served on a destroyer during the Korean War. He attended the University of Oregon and University of Washington law schools. In 1956, he married Sue Morris. In 1958, he joined what is now the Miller, Nash, Guerin & Johnson law firm, where he became the firm’s first managing partner. He is survived by his sons, Donald Jr. and Doug; daughter, Laura O’Brien; brother, Bill; and 11 grandchildren. His wife predeceased him in 2014.

Death Notices
Bert R. “Dick” Brown, 92, attended Lincoln High School.
Betty A. (Schild) Milbrant, 80, worked for Consolidated Freightways 35 years.
Elva D. (Ripley) Myers, 97, former resident of Guilds Lake area.
Catherine (Petrussich) Nollette, 96, docent at the Japanese Garden.
Shirley (Osko) Roskholm, 78, 1959 graduate of Good Samaritan Hospital School of Nursing.
Lynn Thompson Roy, 77, 1956 graduate of Lincoln High School.
Louise Klemperer Sather, 77, taught at Oregon School of Art and Craft.
Roger “Rip” Van Winkle, 83, member of the Multnomah Athletic Club.

Obituaries for people who lived, worked or were connected to the neighborhoods served by the NW Examiner are published without charge as a public service. They may be submitted by the third Saturday of the month to: allan@nwexaminer.com
Blind hiker completes Wildwood Trail

T he August NW Examiner featured Alex Schay, a Southeast Portland resident and business operator who regularly hikes in Forest Park. Schay explained why the introduction of mountain bikers to pedestrian-only paths such as the Wildwood Trail would create hardships for blind hikers, such as himself, who would be in danger of being struck or driven from the trail.

Last month, Schay accomplished a long-term goal of walking the entire length of the trail. This is his story:

“On Sept. 4 and 5, my guide dog, Clifton, and I made a successful independent hike of Forest Park’s Wildwood Trail. We began at the Vietnam War Memorial near the Oregon Zoo on Sunday morning, and came out at Northwest Newberry Road near Sauvie Island Monday afternoon. At just over 30 miles in length, the Wildwood Trail is the longest contiguous urban trail in the United States, crossing numerous watersheds.

“Many tools and techniques enabled a successful hike. First, I used textual descriptions about the trail crossings and connections, which can be quite helpful.

“I was also able to consult with other hikers to confirm that I was on the right track or to get back on track. And of course, Clifton did an amazing job focusing on details, like washed-out bridges or sections of trail, overhangs, and rocks too numerous to mention.

“I am revising Marcy’s textual description of the Wildwood Trail so that it can be an even more effective tool for blind hikers, giving more blind people access to Portland’s remarkable Forest Park.”
Pile driving puzzling

The Pearl District community is rightfully dismayed by Hoyt Street Property’s announcement that they will utilize the intrusive impact-hammer pile driving method, with a four-month timeline, for its upcoming project adjacent to The Fields Park.

It is well known that noise and vibration from the incessant hammering of pile driving is harmful to health and well being. In the past, people lived with this daily assault because it was the commonly accepted method. Today, there are quieter, nonintrusive methods to set piles, such as the auger cast, which was successfully utilized after much citizen advocacy by the last 13 projects in the Pearl, including Hoyt Street’s own Cosmopolitan.

Decibel levels as high as a harmful 110, which was recorded two years ago during work on the nearby Block 17 project (the last to use the impact hammer), can have severe effects on hearing, especially children. With the Pearl’s growth, far more people are negatively impacted by this method, including the 100 Chapman Elementary students with classes nearby who recess daily at the park.

Last fall, Commissioner Amanda Fritz convened a Noise Task Force to review the city’s noise ordinance. While a minor change was made, the board disappointingly rejected the more significant changes ultimately proposed by the commissioner, most specifically to limiting-impact hammer pile driving across the city.

Members of the Pearl District community are puzzled and disappointed by Hoyt Street’s return to the antiquated impact hammer, which appears to be financially motivated at the expense of being a good neighbor. While the auger cast might create additional expense, it would represent a tiny percentage of construction cost. This cost must be considered relative to the cost to the health and well being of all who live, learn, work and play in our neighborhood.

Stanley Penkin
NW Northrup St.

Fears bikes on trails

Frank Selker stated in his letter (“Fear of bikes,” September) to this paper, “No pedestrian would have to encounter a bike on a trail.” Unless either bikes or pedestrians are using a trail exclusively, it is impossible that they not encounter one another. So, is Mr. Selker saying some trails would be exclusive to bikes, thereby removing pedestrians from their use?

Further, single track usually means narrow trails, one bike wide, from which one can intuit “one way.” Why, the Wildwood trail would, the jewel in the Forest Park crown. And a couple of side trails, where it entered the park, if a trail is one way? Is it by magic, or are more trails needed to complete loops? And what trail would provide part of a long loop with Leif Erikson? Why, the Wildwood trail would, the jewel in the Forest Park crown. And a couple of side trails, of course, to complete the loop.

Bikes currently have access to Leif Erikson Drive and to some of the fire lanes. That’s a lot. Adding the Wildwood Trail and side trails leaves very little to pedestrians. I’m reminded of the history of the last century and am very afraid.

Kathryn Midson
NW 24th Place

Incidentally, I was recently bitten by an off-leash dog while riding on Saltzman in the park, but I don’t hear any groaning about all the dogs that run off leash in the park.

As far as the bike share, this is one example of the city actually trying to encourage people to use bikes and live those without a car the opportunity to get around town more quickly and healthily.

It seems to me that the editor clearly has an anti-bike bias and needs to remember that he lives in a city and has a readership with many avid bikers who are responsible riders.

Thilo Weissflog
NW Marshall St.
forums at Ecotrust Sept. 14. Each session drew about 50 people, fewer than most anticipated. The attendees were predominant-
ly polite and supportive of the concept. One man spoke out of turn to ask how much the project might cost, but far more signed up as volunteers to help the facility succeed.

It was nothing like a forum on homeless issues sponsored by the coalition of 12 inner West-
side neighborhood associations in April. That session broke down as angry citizens vented their frustration with the homeless situation and railed against city hall and meeting organizers.

“They had tried to get us to lead the discussion, and I’m not sure it’s in our purview to fix the homelessness situation,” said past NWDA President Tavo Cruz. “They tried to put us in that spot, but we said no.”

“If we take a position, whatever it is, it will be unpopular,” NWDA board member Ron Walters said.

Williams and Don Mazziotti, director of Harbor of Hope, found their ideas unpopular in July, when they presented preliminary plans to the Northwest Industrial Neighborhood Association.

“I have absolute disdain for this project,” said Jim Tsoumas, who has several businesses on North-
west 30th Avenue. “It’s the dumb-
est thing I’ve seen the city do.”

The forums, however, went smoothly.

“We only heard three negative comments, which surprised us,” Mazziotti told the Examiner. “The comment we got most often was, ‘I want to volunteer.’

“The difference may be that when people really learn what this is about and learn there won’t be 600 renegades on the first day,” skepticism diminishes, he said.

Harbor of Hope plans to start services will be added.

“If the shelter can serve 100 success-
fully without harming the surrounding neighborhood, it will expand in stages to about 400 beds, he said. Job training and treatment services will be added.

“Security staff will be on site 24/7,” he said, and the Central Pre-
cinct commander is prepared to respond as necessary.

City support iffy
City Council support for the Ter-

minal 1 shelter is uncertain. Com-
missioner Steve Novick and May-
or-elect Ted Wheeler asked that their names be removed from a list of supporters on the Harbor of Hope website.

City Commissioner Amanda Fritz, speaking to the Northwest District Association last month, said she would be “astonished” if the facility could meet city zoning standards.

Fritz favors the joint city-county Home for Everyone program, which emphasizes construction of affordable housing. While that path requires a major infusion of unidentifiable funding, “at least we have a plan”—a dig at Harbor of Hope, which has been criticized for not offering sufficient details.

Fritz also opposes the loss of industrial use.

Food, showers, laundry facilities and transportation will be provided, Mazziotti said. If the shelter can serve 100 successfully without harming the surrounding neighborhood, it will expand in stages to about 400 beds, he said. Job training and treatment services will be added.

“We’re not making any more waterfront industrial marine land, so why would we take that off the market?” she asked.

Melissa Jaffe, an attorney practicing out of her home on Northwest Thurman Street, has been promoting conversion of the Wapato Jail as an alternative to the Terminal 1 shelter. Writing on a Willamette Heights online forum, she accused the city of “grossly mismanaging citizens interests or exploiting mas-
sive numbers of homeless people for the direct financial benefit of developer Homer Williams.”

“I have a lot of questions for Mr. Williams regarding his ‘plan,’ and I will be attending this meeting,” she wrote, referring to the Sept. 14 forums.

Jaffe did not attend either of the two sessions that day, and none of the neighbors she asked to join her there carried out her line of inquiry.

Jonathan Blatt, who owns a con-
dominium at Riverscape, the hous-
ing complex nearest Terminal 1 along the river, called the Exam-
iner with several arguments against Harbor of Hope. He doesn’t believe Haven for Hope in San Antonio, on which the Portland program is modeled, has been as successful as claimed, while being extremely expensive.

“We should put more money into what we all know works,” said Blatt, referring to established social agencies.

Blatt also worries about property values because a complex in his complex were sold and there weren’t any offers in the five weeks after Williams’ plan for Terminal 1 was announced, he said. In addi-
tion, one buyer in escrow backed out of a deal.

“We don’t know what our hous-
ing values are going to be anymore,” he said.

Michelle Cardinal was a prime mover in another grassroots public safety group, NorthParkBlocks.org, in 2013 that temporarily gained the ear of Mayor Charlie Hales.

Cardinal called for an end to the disorder and lawlessness that overtook the Park Blocks last year, and she sees no contradiction in supporting the Terminal 1 shelter.

“I do favor Terminal 1, and am disappointed to see opposition to it,” Cardinal wrote in an email to the ease and diversity of urban life.

“I find it incredibly frustrating that everyone agrees we have a critical homeless problem, but we can’t get on the same page with obvious solutions that have worked in other cities, as imperfect as they are.

“We have seen what has hap-
pened with allowing public camp-
ing in the Springwater Corridor this year and occupation of North Park Blocks last summer. Many of these people are suffering from illness, drug addiction and are victims of predators themselves. We need a solution as soon as possible.

“They are notAverage over the year and occupation of North Park Blocks last summer. Many of these people are suffering from illness, drug addiction and are victims of predators themselves. We need a solution as soon as possible.

“Why are we arguing over this? Solving our homeless prob-
lem will take multiple strategies that include short-term shelters, day centers and long-term affordable housing.”

Opinions on Terminal 1 are out there, but the process of separating raw reactions from thinking that takes time. But even the consensus has only begun.
The most recent figures for the spot citywide average.” Anderson said. The train crash rate is “three times the
wrote that West Burnside’s pedestrian accident data for the previous decade (most recent figures
include two instances in which a car stopped for a pedestrian, only to be rear-ended by another car.

One survivor of a Wildwood-Burnside close call, Kathy Reagen, provided a narrative that was included in the Parks Foundation’s grant application to Metro:

“What I understand from observers is that I was in a running motion, made contact with the car, was rolled back (the back of my head broke out the passenger side window) and then… I was thrown down the embankment, watch for an opening, and then sprint for it.

In a letter of support for the Portland Bureau of Transportation, PBOT director Leah Treat said, when there are parks-deficient neighborhoods in other parts of the city and a $500 million parks and roads maintenance deficit.

The Parks Foundation hopes to fully fund the bridge during this, its 15th anniversary celebration year. The construction timeline is under two years, a clock that will start ticking when the fabrication of the bridge’s metalwork begins, Anderson said.

The Wildwood Trail pedestrian bridge, designed by Northwest Portland resident Ed Carpenter, an internationally known bridge designer, includes the imagery of sword ferns and vine maples along its length.

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The imagery of sword ferns and vine maples along its length.
FORGOTTEN CEMETERIES TELL STORY OF ULTIMATE EXCLUSION

BY TANYA LYN MARCH

We live amid unknown cemeteries, places where outcasts, immigrant workers, the impoverished, criminals and victims of horrible diseases were buried without ceremony or the faintest sign that they existed. Their names are not even etched on markers.

How and why have they been forgotten? I am not the first to wonder.

Popular historian Stewart Holbrook, often drawn to the eccentricities of the Pacific Northwest, wrote in his 1936 narrative: "small boys once discovered some sort of unofficial burying in ground in the wilds around the site of the present Montgomery Ward store. There were a dozen or so graves there in the bushes, all unmarked, and the place was mantled with mystery and horror."

We still don’t know why those human remains were buried under what is now a Montgomery Park parking lot. One could speculate that they were victims of smallpox, a disease known to be transmittable after death and hence warranting extreme distancing. But no specific evidence has come to light.

Explanations for some unmarked burial grounds exist in the City Archives. An 1892 map shows the locations of graveyards associated with the County Poor Farm, a 230-acre facility operated by Multnomah County on land now occupied by the Oregon Zoo and Hoyt Arboretum. Burials on the Poor Farm continued until 1911.

Construction related to the zoo’s Predators of the Serengeti exhibit in 2008 uncovered human remains. Again in 2013, remains were unearthed. In each case, the zoo employed archaeologists to assist, and zoo officials announced intent to rebury these "unidentified people of western descent."

Death certificate information on interments between 1889 and 1911 includes records on 668 individuals. The interments included western Europeans, Chinese, Japanese and Blacks.

According to the Genealogical Forum of Oregon, these “pauper burials usually included unknown victims of drowning and suicide, those exposed to unhealthy living conditions, premature infants or stillborns, those who had no relatives to claim them, and those who could not afford the usual undertaker and burial costs. In a number of cases, the deceased may have been known by an alias name."

These were pauper’s graves and possibly graves of smallpox victims from the Pest House Hospital for Infectious Disease. A 1902 double hanging in front of the County Courthouse was such a spectacle the Oregon Legislature stepped in. Photo from a Salem newspaper.

Grisly details of the hangings were front page news in the Daily Journal.

Continued on page 10

Continued on page 10
"Cemeteries" cont’d from page 9

Wong Luey’s resting place is marked by a deodar cedar tree. Luey was a leper who lived in a cabin on the County Farm. In 1903, he was banished to the outskirts of the city. Unlike those undergoing treatment for smallpox at the Pest House, there was no hope of overcoming his illness.

According to The Oregonian, “food was brought to him three times a day and handed to him on a long paddle. Wong’s friends visited him on weekends, shouting news from a nearby knoll.” He became an oddity, an attraction for picnickers, until he died in 1907. His substandard dwelling was burned with his corpse inside. The site was marked with a wooden stake until 1931, when the cedar tree was planted in his honor.

Fourteen other Chinese men were interred there; three are nameless because their bodies were found in the Willamette River in 1893, 1897 and 1909.

Many of the pauper burials were infants, who could legally be interred on private property. Such was the case in the Johnson Street gravesite of the infant child of Walter Scott Hall and Sedate E. Hall. Out-of-wedlock children, orphans and babies of families in poverty were placed in the county graveyard. The body of “Mark S.” was moved to the Portland Crematorium in 1920.

That 1920 reburial is curious because there are limited records from the City Garbage Crematory, located on what was once the south shore of Guild’s Lake. It is unlikely that the site listed existed in the early 1900s.

Some notable criminals also took their places at the Multnomah County Poor Farm Cemetery, including two men hanged in 1902 for robbing and murdering a man on the streets of Southeast Portland three months earlier.

The double hanging of William H. Strickland and W.H. Dalton, both in their early 20s, took place in front of the County Courthouse. Invitations were issued to 400 witnesses, and a crowd of 1,000 men, women and children gathered just beyond an enclosure. About 10,000 people viewed the corpses prior to burial.

The spectacle motivated the Oregon Legislature to pass a law requiring future executions to be conducted in the more civil atmosphere of the Oregon State Penitentiary in Salem.

Today, Metro has jurisdiction over historic cemeteries. The agency is working on an educational project about Multnomah County’s Poor House and Farm.

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LAURA NOTHERN, PAINTING, 2016, DETAIL

An 1892 map shows two of the three historic graveyards associated with the Poor Farm/Hillside Farm and Pest House. The “old graveyard” is now the Africa Savanna section of the Oregon Zoo, and the “new graveyard” is approximately in the space of the current bear exhibit. Another known grave location is in the Hoyt Arboretum.

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Requires new customers complete family set-up process with College Sitters.
Mitchell in a Mitchell through Mitchell

The promotional idea got attention a century ago, but all three Mitchells faded from memory

BY DONALD R. NELSON

Mitchell Point is a tunnel not far from Hood River on the historic Columbia River Highway, which celebrates its centennial this year. A magnificent view of the Columbia River Gorge was visible through its five portals, cut through solid rock.

A 1915 news article told the story behind the tunnel’s name. “In the early days, the story goes, Mitchell Point got its name from the fact that a man by the name of Mitchell, chased by the Indians, ran out at this point and jumped into the river to elude his pursuers. Since then it has borne his name.”

H. W. Mitchell, no relation to the above mentioned Mitchell, was president-manager of the Portland branch of Mitchell, Lewis & Staver Co., an agricultural implement and wagon company that also sold autos. His marketing plan was to be the first to drive a Mitchell automobile through the Mitchell Point Tunnel. “Mitchell in a Mitchell though Mitchell” was how the writer described it. The road builders liked the idea and gave him permission. He made this trip before the highway was complete.

The tunnel became obsolete as autos got wider. It closed in the 1950s and was removed in the mid-1960s.

So what does this have to do with Northwest Portland?

In 1920, Mitchell, Lewis & Staver built a four-story building on Northwest Broadway and Everett for their auto dealership. Next door to the south was the William M. Hughson Ford dealership.

“The lower floor will be used for sales rooms and quick service; on the second floor will be the general offices of the company, parts department, advertising department and used car salesrooms,” stated a 1920 Morning Oregonian article. “The third floor will be used for stock storage, and the fourth floor will be entirely occupied by the shop.”

The company sold Mitchell and Jordan automobiles and jumbo trucks at the time.

The grand plans faded fast. Mitchell, Lewis & Staver closed its automotive division by mid-1923.

The building, however, has endured. The Roy Burnett auto dealership occupied the building for many years. Pendleton Woolen Mills now has its corporate headquarters, 220 NW Broadway, in the former Mitchell, Lewis & Staver building. The adjacent two-story former Hughson Ford building is occupied in part by the Pendleton Home Store.

Top photo: H.W. Mitchell drives one of his company’s cars through the Mitchell Point Tunnel in 1902, inspiring the quip repeated in this month’s headline. Above: The Mitchell, Lewis & Staver Co. building was under construction in this circa 1920 photo. Photos from Donald R. Nelson collection
Developer holds firm to pile-driving decision

By Allan Classen

Hoyt Street Properties bucked the trend by announcing last month it would employ the controversial impact hammer to set piles on Block 20 next to The Fields Park.

Although impact-hammer pile driving is still legal in the city of Portland, all 12 major construction projects in the Pearl in the past two years have used the quiet auger-cast method.

Construction practices changed in 2014 due to Hoyt’s clamorous pile driving on Block 17 next to the Sitka Apartments, whose residents organized and sensitized the community to both the harmful effects of pile driving on human health and the existence of alternative technologies.

Since then, 12 different developers decided drilling, also known as auger-cast, was preferable, in no small part due to public opinion. Even Hoyt drilled the foundations on its last building, the 28-story Cosmopolitan on the Park, the district’s tallest building.

But when Hoyt decided it would hammer piles for Vista Pearl, on Block 20 between Northwest 11th, 12th, Pettygrove and Quimby streets, it learned that the earth—figuratively speaking—had moved in the past two years.

Banging steel against steel in the central city is seemingly no longer the Portland way.

It might take a while before regulations catch up with current practices, however. As late as last spring, the Portland Noise Review Board would not support an amendment to the city noise code to discourage pile driving. But even a meager measure requiring developers to notify neighbors of plans to hammer pilings gave opponents time to organize resistance against Hoyt’s latest project.

Before an audience dominated by Pearl activists Sept. 14, the Noise Review Board passed a motion asking City Commissioner Amanda Fritz to introduce amendments to remove the city’s noise limit exemption for pile driving. It also recommended that impact-hammer pile driving be allowed only after obtaining a variance and submitting to customized noise mitigation measures.

The introduction of about 85 kindergarten students at the Ramona Apartments a block west of the construction site this fall has compounded Hoyt’s public opinion predicament. Due to overcrowding at Chapman Elementary School, four kindergarten classes now meet a block from the coming construction site, and their playground is Fields Park directly east of Block 20.

Chapman administrators and PTA leaders have weighed in, writing letters of protest and getting Portland Public Schools administrators involved.

“As an adult, I can tune it out, use earplugs, etc., but a squirmy 5-year-old? This will largely make recess in The Fields Park impossible and will also be a noisy classroom distraction,” wrote Chapman parent Kari Carney in an email.

“Perhaps most upsetting is that Paul van Orden, Portland’s noise control officer, found that the pile driving used back in 2014 was 110 decibels, and that anything above 85 decibels could cause permanent hearing loss in children.

— Dave Mitchell

Pearl residents John Wertzler (L-R), Dave Mitchell and Deb Kallen have a message for Hoyt Street Properties, the developer of Vista Pearl, coming to Block 20 on the western edge of The Fields Park.

Photo by Julie Keefe
Noise board turns

“We’ve never seen anything like this,” said van Orden, referring to a school so immediately impacted by a construction zone.

When van Orden visited the school, talked to school district officials and the developer.

Noise Review Board member Kerrie Standlee, who last year rejected similar reforms as unlikely to make a difference, moved to give the Bureau of Development Services discretion to determine when quieter methods are not technically feasible, and in such cases to require that specific measures be crafted to reduce the noise of impact-hammer pile driving.

“I was pleasantly surprised when Paul encouraged the board to recommend the changes to Title 16,” said Mary Sipe, a Sióka Apartments resident who has spearheaded grassroots resistance the past two years. “I did not expect to hear that decision to hammer the piles on Oct. 4 and Jan. 27. Commissioner Fritz told the NW Examiner she still supports stricter control of construction noise, but she will not introduce an amendment on pile driving until reconvening a stakeholders advisory committee to get its recommendation on the changes requested by the Noise Review Board last month.

“If it is the policy of the city of Portland ‘to minimize the exposure of citizens to the potential negative physiological and psychological effects of excessive noise,’ then it is both reckless and improper under the ordinance to treat all pile driving the same,” his statement read. “The unmitigated imposition of extreme noise by one upon thousands is textbook nuisance.”

Another Pearl resident, Dave Mitchell, provided the most vivid description of the impact of pile driving on livability.

“If any of you have not experienced this type of pile driving,” Mitchell wrote in an email to neighbors, “you cannot grasp how much it will disrupt your lives. Based on personal experience, I can tell you that anyone within 700 or so feet of impact-hammer pile driving will want to leave his or her apartment or home and move to another part of Portland during the hours it is being conducted.

“The noise and shock waves it generates are far beyond anything you have experienced in an urban setting. Forget living any semblance of a normal life while pile driving is occurring. It is simply beyond description, and why it is tolerated in an urban setting without a compelling geological or seismic basis is beyond my comprehension.”

Tiffany Sweitzer, president of Hoyt Street Properties, has heard the complaints, as well as the pile driving from her own and other projects, from her Pearl office. The decision to hammer the piles on Block 20 is final, though she wrote, “We are working with the city of Portland and Portland Public Schools to find solutions for the relatively short timeframe when pile driving will occur.”

HSP plans to drive piles between Oct. 4 and Jan. 27.

Commissioner Fritz told the NW Examiner she still supports stricter control of construction noise, but she will not introduce an amendment on pile driving until reconvening a stakeholders advisory committee to get its recommendation on the changes requested by the Noise Review Board last month.

“In addition, there are many students with sensory and auditory issues, and subjecting them to this kind of noise for four months seems excessively cruel,” Carney concluded.

An email sent by Hoyt Street Properties did little to dampen discontent.

“Susan Miller at Hoyt Properties suggests that the pile driving is a ‘nuisance’ and an ‘annoyance.’ This is insulting, and their decision to use pile driving versus the much more neighborhood friendly auger drilling completely ignores the fact that 100 kindergarteners will be subjected to decibel levels that can cause long-term hearing damage,” wrote Chapman Elementary School PTA Ramona Liaison Molly Porter.
Announced & Early Assistance

Design/Land Use & Permit Review

Under Construction

1902 NW 24TH
Marty Kehoe of Kehoe Northwest Properties has notified the city of plans to build a 29-unit, four-story apartment building at 1902 NW 24th Ave. (between Thurman and Vaughn streets.) An existing house leased by two businesses would be razed.

404 NW 23RD AVE
A preapplication conference will be held for a four-story apartment building at 404 NW 23rd Ave. on the parking lot east of Kitchen Kaboodle. Designed by Works Partnership Architecture, it will have basement and surface parking, and mechanical storage on the roof.

NW 21ST & IRVING APARTMENTS
Construction has begun on a 57-unit apartment building on the site of the old Gypsy Restaurant & Velvet Lounge. There will be more than 10,000 square feet of retail space and underground parking for 21 vehicles. The project cleared historic design review, in part because it appears to be separate buildings, thereby reducing the impression of its size.
Architects with Seattle-based Mithun Inc. presented images of three buildings to replace The Oregonian printing plant between Southwest 16th, 18th, Yamhill and Taylor streets. An apartment building of 20-30 stories would accompany mixed-use buildings of four-six floors. At a design review hearing in August, representatives of the Goose Hollow Foothills League testified against the 30-floor option, saying “we have no interest in South Waterfront-style height.”

MODERA PEARL
Mill Creek Residential Trust is erecting a nine-story apartment building on the former site of Cash & Carry. There will be 290 rental units, including live-work units at the ground level. Two levels of underground parking will provide 220 vehicle spaces. A rooftop terrace will include a fire pit, barbecue and spa.

LOVEJOY SQUARE
Killian Pacific is moving rapidly to make an application to redevelop the Lovejoy Square block before new city affordable housing mandates are enforced, perhaps in February. Preliminary plans involve twin towers of 175 feet and 14 stories. Because OfficeMax and other tenants on the north side of the block have long-term leases, the project may be built in two phases, beginning with the south half of the block.
Super Secret Nobby’s Menu Exposed

A taunting photo, a mysterious duo, and the Nob Hill Bar & Grill knew its secret menu had been exposed. Double exposed if you will.

An ingeniously disguised man holding a menu up to an unknown female holding her coat open to expose herself to the menu. A mean joke. The Super Secret Menu code and its lingo were now out there for all to see.

Now when the waitress hollered, “Holly and Jen—pad ’em,” patrons knew it was ham and cheese on a bun.

A bartender calling for a “Gerry” let the world know it was a turkey burger.

A service call for “Moran up!” would tell the world a Big Mouth Double Cheeseburger was waiting.

A waitress plating a “Blushing Bride” was openly serving a Juliet Salad.

And so it goes, but Nobby’s is on the track of the devious duo and is already concocting a new secret code and will not rest until the culprits are brought to justice or “86ed.”

Burger Count

1,000,747.5

Enter your name for a monthly drawing.

This month’s winner is JANE SCHAEFER.

Nob Hill Bar & Grill
937 NW 23rd Avenue • 503-274-9616
Nobby’s isn’t technically a sports bar, but it is a Ducks and Beavers bar, and on any given Saturday you can catch either team’s latest match-up while counting down the days to when they go head-to-head for their annual Civil War bout. With just five HD TVs, Nobby’s is the perfect place for quieter types to enjoy traditional American breakfast classics (eggs, pancakes, hash browns, biscuits and omelets), all of which cost well less than a Hamilton.

937 NW 23rd Ave., 503-274-9616

During lunch and dinner hours, the Kingston serves sports pub fare like burgers, nachos and chicken wings, while every game under the sun play on its 25 TVs. It also serves breakfast every day, starting at 7 a.m. That means you swing by in time to watch the Patriots kick off the ball at 1 p.m. EST while enjoying some PST chicken-fried steak or the Hells Canyon Benedict, served with bacon in lieu of ham and potato pancakes in lieu of English muffins.

2021 SW Morrison St., 503-224-2115 • kingstonsportsbar.com

You don’t have to bleed the colors of your favorite Big 12 or SEC team or be brave enough to publicly root for the Cowboys to enjoy regional down home breakfasts. You can even zone out while enjoying the cuisine from the heart of football country. And where else in the neighborhood can you order Kentucky Hot Browns or fortify yourself with a pork belly biscuit sandwich with cajun fries while pondering the restaurant’s novella-length menu of bourbons and whiskies.

1422 NW 23rd Ave., 503-224-2688 • southlandwhiskeykitchen.com

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1422 NW 23rd Ave., 503-224-2688 • southlandwhiskeykitchen.com
The biggest piece of news in September was the quiet shuttering of The Parish, the Cajun-Creole restaurant at the corner of Northwest Everett and 11th Avenue. However, with the coming of October, there are a pair of boozy events to attend and, if the permitting’s and t’s get dotted and crossed, the neighborhood might soon be home to a wine bar run by Portland rock and roll legends.

**WHAT’S NEW**

**Gastro Mania adds alcohol**
Alex Nanchev’s Gastro Mania, the wildly affordable Mediterranean restaurant that serves lamb gyros, salmon sliders, bacon-wrapped dolmas, foie gras burgers and swordfish salads, is now serving beer and wine. Restaurant hours now extend to 9:30 p.m.

1986 NW Pettygrove St., 503-689-3794 gastromaniapdx.com

**Speaking of drinking…**
Vegan “cheese” shop Vtopia is now under the ownership of Mathew Gauvin, who will be soon selling beer and wine to pair with the deli’s salads, panini and cheddar, peppercorn-brie and chive and dill handcrafted “cheeses.”

VTOPIA CHEESE SHOP & DELI: 1628 SW Jefferson St., 503-686-3839 vtopiancheeses.com

BY CHAD WALSH
The Tiffany Center: 1410 SW Morrison St. Tickets are $20. The event lasts from 2 to 10 p.m., and be available to all attendees. The country. Samples, naturally, will and their makers—from across the land's Tiffany Center Saturday, Oct. 22, and will feature spirits— Looking for the next big thing in craft distilling? The Great American Spirits Festival comes to Portland’s Tiffany Center Saturday, Oct. 22, and will feature spirits—and their makers—from across the country. Samples, naturally, will be available to all attendees. The event lasts from 2 to 10 p.m., and tickets are $20.

The Tiffany Center: 1410 SW Morrison St.

What’s Happening

Haunted Pub Tour

Beer Quest’s Haunted Pub Tour is in full swing now through Oct. 31. The tour, which starts at Kells Pub, 112 SW Second Ave., costs $45 per person (or $40 if you skip the beer), and starts at 7 p.m. on Tuesdays, Thursdays, Fridays and Saturdays, and 3:30 p.m. on Sundays. The 2.5-mile walking tour includes the Merchant Hotel, plenty of ghost stories to get your hair standing on end and beer samples from a pair of breweries to assuage those fears.

beerquestpdx.com

The Great American Spirits Festival

Looking for the next big thing in craft distilling? The Great American Spirits Festival comes to Portland’s Tiffany Center Saturday, Oct. 22, and will feature spirits—and their makers—from across the country. Samples, naturally, will be available to all attendees. The event lasts from 2 to 10 p.m., and tickets are $20.

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beerquestpdx.com

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The Tiffany Center: 1410 SW Morrison St.

What’s coming

Old Portland to bring new life to old warehouse

Nothing’s set in stone yet, but the word on the street is that Courtney Taylor-Taylor, the singer and co-founder of the rock band The Dandy Warhols, may be opening a wine shop in an old Slabtown warehouse. Taylor-Taylor told us that if the OLCC signs off on his permit to sell alcoholic beverages, The Old Portland will be selling wine to drink on- and off-premis-es. He also hopes to sell vintage clothes and antiquarian books.

Old Portland: 1433 NW Quimby St.

What’s closed

The Parish closes

For the last few years, The Parish has been Northwest Portland’s go-to for Creole and Cajun fare. But in early September, owners Ethan Powell and Tobias Hogan quietly went out of business. In the past, The Parish offered brunch and featured regular live Sunday morning musical performances by the Pete Krebs Trio, but the business suffered growing pains. Brunch was scrapped and then in mid-2015, the place split in two, with one side dedicated to The Parish, and the other dedicated to The Palmetto Cafe, a daytime sister spot. There are no concrete plans on what the place will become, but another restaurant seems a good bet.

Who’s happy?

Rae’s Lakeview Lounge’s Thunder Bowls made the cover of Willamette Week last month, as well as the front page of its annual happy hour guide, which praised Rae’s $1 brunch mimosas and $1 pints of Rainier beer. The Willamette Week coverage capped a “sudden flurry of attention” from magazines and online sites for the restaurant at Northwest 27th and Upshur. “We couldn’t be more psyched,” said Rae’s owner Todd Morey.

Good coffee

Jim & Patty’s Coffee

on NW Lovejoy across from the hospital

2246 Lovejoy 503 477 8363

Rae’s owner Todd Morey.

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Rae’s owner Todd Morey.
Arboretum class
Roger Nibler, who has led tours at Hoyt Arboretum since 1987, will teach a class on identifying often-ignored North American plants Wednesday, Oct. 12, 1-4 p.m., at the arboretum Visitor Center, 4000 NW Fairview Blvd. The cost is $20 ($15 for Hoyt Arboretum Friends) and registration is required. Visit hoytarboretum.org/hoytevents or call 503-823-1649.

Wings to Soar
The second annual Wings to Soar, a benefit dinner supporting scholarships for an Oregon State University airway science program, will be held Wednesday, Oct. 5, 5:30 p.m., at NW Natural, 220 NW Second Ave. The scholarships are aimed toward socially and economically disadvantaged teens. For tickets ($50), visit impactflow.com/event/481.

Great Pumpkin
Northwest Library, 2300 NW Thurman St., hosts a family event to design and create jack-o’-lanterns. It will be held Saturday, Oct. 29, 3-4 p.m.

Clear the air
The Oregon Department of Environmental Quality will hold a Cleaner Air Oregon public forum Wednesday, Oct. 5, 6:30-8:30 p.m., at Oregon Convention Center, Oregon Ballroom. Before that event, the Northwest Portland-based Neighbors for Clean Air will hold a 5 p.m. rally at the Convention Center. For information on the rally, contact mary@whatisinourair.org.

Knitting Group
The Northwest Knitting Group, open to beginning or experienced knitters, meets Monday, Oct. 10, 3-4 p.m., at the Northwest Library, 2300 NW Thurman St. Bring your own supplies.

Slabtown ghosts
Local historian Tanya Lyn March will lead “Slabtown’s Ghosts and Murders,” a class revealing where ghosts have been sighted, unusual murders occurred and unexplained encounters involving “the other side,” Monday, Oct. 24, 6:30-7:45 p.m., at Northwest Library, 2300 NW Thurman St. Registration is required. Go online, visit the library or call 503-988-5234.

Lead poisoning
A Lead Poisoning Prevention Workshop will be held Monday, Oct. 17, 6-7:30 p.m., at Northwest Library, 2300 NW Thurman St. The workshop will help participants locate lead sources in homes and work sites, reduce hazards and connect with agencies and organizations. Participants will receive a booklet and kit with lead testing materials. Registration is required; register online, in the library or by calling 503-988-5234.

American Musical Theater
Part two of a three-part series on American Musical Theater, covering burlesque and Gershwin, will be offered Wednesday, Oct. 19, 1-2 p.m., at Friendly House, 1737 NW 26th Ave. The cost is $10, $9 for Friendly House members and free to SNAP eligible individuals. The presenter is Gordon Neal Herman.

A 'River Between Us'
A screening of “A River Between Us,” documenting the largest river restoration project in American history, will be held Monday, Oct. 10, 5:30-7:30 p.m., at Friendly House, 1737 NW 26th Ave. The communities of the 300-mile-long Klamath River have been feuding over its waters for generations. There will be a post-film discussion.

Pumpkin carving
Northwest Hostel, 425 NW 18th Ave., will host a free pumpkin carving and hot spiced cider event Saturday, Oct. 29, 5-30 p.m. It will include pumpkin carving contest. Reservations are required; community@nwportlandhostel.com.

Rotary meetings
Portland Pearl Rotary Club meets Tuesdays at 7:25 a.m. in the Ecotrust Building, 721 NW Ninth Ave., second floor. The public is invited. A $10 charge includes breakfast. For information, contact Randy Vogt, vogt4me1@icloud.com or 503-228-9858. Oct. 4: “Katy’s Year in Denmark,” Katy Zich, Youth Exchange Outbound.

'Vision and Vigilance'
“Vision and Vigilance,” a dramatic reading featuring the story of a Japanese-American lawyer who spent nine months in solitary confinement for challenging the internment of 120,000 Japanese Americans during World War II, will be held Sunday, Oct. 9, 10 a.m.-noon, at Gerding Theater at the Armory, 128 NW 11th Ave. The free program is presented by Oregon Nikkei Endowment and co-sponsored by the Minoru Yasui Tribute Committee and Portland Center Stage. Holly Yasui, the daughter of the lawyer, Minoru Yasui, will appear and answer questions.

Karate classes
Karate for Kids &amp; Teens classes meet Mondays, 6-7 p.m., at Friendly House, 1737 NW 26th Ave. Classes are taught by experienced black belt instructors through Shotokan Karate of America (portlandska.org). The cost is $20, $15 for Friendly House members and free to SNAP eligible families. This class is designed for ages 9-14. To register, email classes@friendlyhouseinc.org or visit Friendly House.

50% off sunglasses frames with purchase of lenses*

50% off sunglasses frames with purchase of lenses*

*Valid for a complete set of sunglasses frames and prescription lenses. Offer expires October 31, 2016 and can’t be combined with other offers, discounts or insurance.

Community Events
People in the know

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There’s still no substitute for a real newspaper.
PDC rejects proposal to save Feed Mill

**BY ALLAN CLAUSEN**

The Portland Development Commission voted last month to spend $1 million to demolish the Feed Mill at Centennial Mills, accepting advice from its staff and consultants that the 88-year-old concrete building was slumping toward the river and beyond saving.

In July, PDC had requested development proposals for the Feed Mill and Flour Mill, the only two historic structures remaining on the 5-acre site. Only one of the three respondents intended to make use of the Feed Mill, but staff discounted that proposal as insignificant and tied to further expenditures by the agency.

PDC acquired the property in 2000 with intent to create a public space and has spent about $30 million on the site since then. With considerable fanfare, the agency selected developers to create schemes for the property in 2011 and 2015, but then rejected their plans.

This year’s bidding was more modest and included none of the earlier goals for the site, summarized in the 2006 Framework Plan:

- Provide open space
- Capture history
- Define community focal points
- Strengthen connections
- Embrace sustainability

Developer Michael Tevis had never heard of the Framework Plan, but he turned in an offer that hit most of its themes. He wanted to turn both remaining buildings into affordable art studios and “makers spaces” with a public amphitheater and courtyard between them.

Tevis has been turning old buildings into community spaces and studios for artists and creatives in the Bay Area for years. Five years ago, he reclaimed the 1914 Ford Building on Southeast Division Street, where Model T Fords were once assembled. Now crowds of Portlanders assemble for events in its 6,000-square-foot lobby, and startup entrepreneurs test their dreams.

He has repurposed five industrial and commercial buildings in Southeast Portland and one in Salem, with more in the pipeline. He also recently co-founded the nonprofit ArtFusion.io to promote art, small business and urban enrichment.

But Tevis will be the first to tell you he is not politically savvy and was not prepared for what it would take to persuade PDC to let him take a low-cost run at saving the 1928 Feed Mill, if not both buildings.

Tevis offered to pay $1,000 for each mill building and promised to create “display space, art studios, performance space and small makers studios.” He expected PDC to remove lead paint and old equipment inside the structures before acquisition, tasks he estimated could cost the agency a total of $500,000-$1 million for both buildings.

PDC staff wasn’t impressed with his bid, calling it a “de minimis (too trivial to consider) land offer and requiring that PDC invest significantly in the buildings in order to remove lead paint and old equipment inside the structures before acquisition,” tasks he estimated could cost the agency a total of $500,000-$1 million for both buildings.

Michael Tevis, founder and president of Intrinsic Ventures, has built or redeveloped about 40 projects in the western states in his career. He also co-founded Artfusion.io to promote urban revitalization through art. He could not get to first base with Portland Development Commission, however, on his ideas to save the Feed Mill at Centennial Mills.

Photo courtesy Intrinsic Ventures
to provide them free of all structural and environmental issues. This proposal required a PDC subsidy that was substantially greater than available PDC resources and was based on cost assumptions that were generated prior to newly discovered conditions.”

Removal of a wharf this year uncovered sketchy foundations under the Feed Mill, causing it to sink 4-6 inches in one corner.

Tevis told the Examiner later he considered that amount of settling trivial in an 88-year-old building and nothing he hasn’t overcome in other projects, such as the Dairy Building he is rehabilitating on Southeast Eighth Avenue. It sits on old sawdust fill, he said.

“These buildings are in terrible condition when you start out,” he said. “I’m not afraid of that.”

Tevis said he also doesn’t aim to create Class A, like-new spaces.

“We’ve done many different buildings in different ways to economize on costs,” he said. “They don’t need to be finished to a high standard.”

That often means gritty spaces air conditioned by operable windows and Cadet heaters. But spaces where creative ventures can thrive.

Tevis planned to rehabilitate the Feed Mill by generating donations and grants through his nonprofit organization. He hoped to create small spaces affordable to artists and small businesses. At his other Portland buildings, he charges about $1 per square foot a month for nonprofits and $1.75 for profit-making tenants.

Tevis appeared before the commission Sept. 14 to persuade the body to give his proposal another chance. He explained that his proposal is based on broad estimates, and if selected he could get firm numbers.

Commissioner Mark Edlen was interested, confirming that Tevis was willing to take on the Feed Mill alone without the Flour Mill. Edlen also asked how much time he would need to provide a firm estimate.

Tevis said three to six months.

While Edlen and Commissioner Alisha Moreland-Capia voted against the motion to demolish the Feed Mill, they were one short of a majority.

Tavo Cruz, a commission member living in Northwest Portland and the past president of the Northwest District Association, told the Examiner Tevis’ idea “sounds great” but Cruz considered his numbers hypothetical and unrealistic.

If it were a serious offer, Cruz wondered, why had he not talked to PDC staff so he could better flesh out his proposal. Tevis assumed that process should begin after he, the only party interested in the Feed Mill, was chosen to pursue a binding agreement.

Tevis can’t understand why PDC was in such a hurry to dispose of the Feed Mill. The charge that he was asking too much of the agency also baffled him because the $1 million it will spend to demolish the Feed Mill is two to four times as much as it would pay under his plan to save it.

He may not have connected with members of the Portland Development Commission, but the next speaker at the witness table shared his perspective.

David Dysert, representing the Pearl District Neighborhood Association, which has long championed turning Centennial Mills into a public attraction, said, “Portland central city planning and visioning has for decades declared the importance of celebrating the river and creating landmarks dedicated to showcasing the history of this river, so it is all the more inexcusable to be tearing down this one remaining historic site along our waterfront.

“This is a complete failure of stewardship of a significant public asset through willful neglect.”

The commission vote for demolition was 3-2. Edlen and Moreland-Capia did not explain their no votes. Chairman Tom Kelly, William Myers and Cruz voted yes.

“This buildings are in terrible condition when you start out. I’m not afraid of that.

… We’ve done many different buildings in different ways to economize on costs. They don’t need to be finished to a high standard.”

– Michael Tevis
Protesters disrupt Old Town Chinatown Community Meeting

Members of the Chinese community protested indoors and out to “stop the rebranding” of Chinatown. Photo by Jolene Jensen-Classen

A bout 150 protesters carrying “Stop Rebranding, Save Chinatown” signs brought a hasty end to a meeting of the Old Town Chinatown Community Association last month.

Raymond Wong, president of the Chinese Consolidated Benevolent Association and an organizer of the protest, said renaming Old Town Chinatown as New Chinatown/JapanTown diminishes the area’s “cultural footprint.”

Wong also objects to the new logo, a white circle, which he considers an insult to Chinese culture as a symbol of death only used at funerals.

To the Chinese community, the latest ‘rebranding’ project is a veiled attempt to whitewash the area’s history.

The new logo, a white circle, which he considers an insult to Chinese culture as a symbol of death only used at funerals.

To the Chinese community, the latest ‘rebranding’ project is a veiled attempt to whitewash the area’s cultural heritage.

The latest ‘rebranding’ project is a veiled attempt to whitewash the area’s cultural heritage.

Image Comics, the nation’s third-largest comic book publisher, is moving its offices and 20 employees from Berkeley, Calif., to Montgomery Park.

After less than a year in business, Jack and Jan Bothwell are closing Black Pearl Haven, a wine bar and coffee shop at 1264 NW Naito Parkway in the Waterfront Pearl condominium building. The last day will be Oct. 9.

The new Cosmopolitan on the Park has leased two retail spaces.

To help create a neighborhood gathering space, they serve customers a glass of beer or whisky.

Two masked men robbed Papa Haydn restaurant, 701 NW 23rd Ave., at gunpoint at midnight, Sept. 18, according to a Portland Police report. The suspects fled the area, and police are looking for a 5-foot-5-inch male and 5-foot-8-inch white male, both of medium build. Anyone with information on the case is asked to call robbery detectives at 503-823-0405.

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GHFL Annual Meeting & Elections!

This year’s Goose Hollow Footills League (GHFL) Annual Meeting and election of directors will be held on Thursday, November 17th, 2016, 7:00 pm at the Multnomah Athletic Club.

Candidates for the six (6) open director positions this year should submit their personal statement of intent to the GHFL elections committee by Thursday, November 10th, to ensure their names appear on the printed ballots. Nominations by GHFL members may also be taken from the floor during the annual meeting. Candidates and attendees casting votes must be registered members satisfying GHFL’s criteria for eligibility.

Personal statements are to include:
1. Intent to run as a candidate to fill one of the open director positions on the GHFL Board
2. Legal name (and preferred name if different)
3. Contact information including address, email, and phone
4. Declaration that the candidate is a registered GHFL member
5. Optional statement of no more than 100 words of relevant qualifications and interests

Personal Statements: send to elections@goosehollow.org or GHFL Meetings, c/o NWNW, 2257 NW Raleigh St, Portland OR 97210.

2016 Deadline to Register to Vote: noon, Wednesday, November 16th.

GHFL Membership Application: goosehollow.org/get-involved/

NWNW.org ~ coalition@NWNW.org ~ 503.823.4288 ~ 2257 NW Raleigh Street, Portland OR 97210

Flanders Crossing Funded

Congratulations to the coalition of neighborhoods, business associations, employers, and residents for their success in improving active transportation through three NW neighborhoods!

An outpouring of support from the Pearl District Neighborhood Association, Northwest District Association, Old Town Chinatown Community Association, Pearl District Business Association, PNCA and more helped secure funding for the Flanders Crossing bridge, a pedestrian and bike only bridge over the I-405 freeway, from the Oregon Transportation Commission. Construction could begin as soon as April 2018. The Portland Bureau of Transportation is providing $3 million of the $5.9 million cost; $2,877,000 is coming from the state’s ConnectOregon program.

To get involved with a transportation committee in your area go to nwnw.org/neighborhoods/

Friends of the Pearl Foot Patrol: One Year Later

by Stan Pinken

“Thank you so much,” said a toothless homeless woman sitting on a North Park Block bench as the Friends of the Pearl Foot Patrol walked through the area picking up litter along the way. Initiated more than a year ago, the Patrol was established through a collaboration between the PDNA Livability Committee and the Crime Prevention Program at the Office of Neighborhood Involvement.

The group now has 30 members with as many as eight to ten volunteers showing up in their colorful vests or tee shirts for three weekly patrols. The Patrol randomly walks the district and acts as eyes and ears observing inappropriate or criminal behavior, and to also act as ambassadors for the neighborhood. The Foot Patrol is trained to be non-confrontational and instead to report illegal behavior.

Members are heartened by the warm reception and appreciation expressed by many people as its presence becomes more and more visible and comforting to the neighborhood. Any one over 18 is welcome to join.

For more information contact mj@nwnw.org or contact NWNW.

Looking to Build Community?

A Neighborhood Small Grant might help! The Office of Neighborhood Involvement and Neighbors West-Northwest are excited to offer funds for 2017. This grant program can bring new and different people together, strengthen community bonds, build leadership skills, foster new partnerships, and increase your community impact. It provides funds for events, communications, and more! Show us your best idea!

Due Date: November 3rd, 4:00 pm

Application & more: nwnw.org/about-us/what-we-do/grants/

Applications are evaluated by a volunteer review committee. NWNW prefers to fund multiple projects in order to have the greatest impact. Applicants can request from $100 to $2,500. We look forward to working with non-profit organizations or sponsored individuals that share our goal of building livable, equitable, and sustainable neighborhoods and communities for all.

Interested in applying or have questions? Contact ien@nwnw.org or 503.823.4265. In-person grant conferences are available Monday through Friday 9:00 am - 4:00 pm or 4:00 - 7:30 pm on October 3rd & 4th.

RSVP required.

Downtown Emergency Preparedness Fair
Saturday, October 22nd
10:00 am - 2:00 pm
University Place Hotel
310 SW Lincoln Street

Learn how to prepare yourself, your family, and your community for the “Big One”! Join with emergency preparedness groups, local agencies, and our retail partners to find out what you can do to be prepared in case of an earthquake. Everyone is welcome!

Sponsored in part by NWNW & ONI Neighborhood Small Grants.

NW Heights Emergency Preparedness Fair
Sunday, October 2nd
12:00 - 4:00 pm
Forest Park Elementary School
9935 NW Durret

Northwest Heights Neighborhood Association is hosting an earthquake preparedness event to help you and your family get ready for the big one. The event will introduce neighbors to the resources available for survival in small emergencies and large disasters. First responders, resource providers and emergency planners will be there to share what they know.

For ongoing news throughout the month see NWNW.org/category/News

Neighborhood columns are the opinions of the authors and do not necessarily reflect the opinions of Neighbors West-Northwest
October 2016

**Neighborhood Calendar**

**Arlington Heights Neighborhood Association**

- Website: arlingtonheightspdx.org
- Board Meeting & Elections: Mon., Oct. 17, 6:00 pm; Hoyt Arboretum, Visitors Center 4000 SW Fairview Blvd.

**Forest Park Neighborhood Association**

- Website: forestparkneighbors.org
- Board Meeting: Tues., Oct. 18, 7:00 – 9:00 pm; Willis Community Building 360 NW Greenleaf Rd.

**Goose Hollow Foothills League**

- Website: goosehollow.org
- Neighborhood Meeting: Tues., Oct. 4 & Nov. 1, 7:00 pm; Multnomah Athletic Club 1849 SW Salmon St.

**Hillside Neighborhood Association**

- Website: hillsideena.org
- Board Meeting & Elections: Tues., Oct. 11, 7:30 pm; Hillside Community Center 653 NW Cuppleter Terr.

**Linnton Neighborhood Association**

- Website: linntonNA.com
- Town Meeting & Board Meeting: Weds., Nov. 2, 7:00 pm; Linnton Community Center 10614 NW St. Helens Rd.

**Portland Neighborhoods West/Northwest**

- Website: find calendar updates at nwwn.org/Calendar
- Northwest District Association
- Board Meeting: Mon., Oct. 17, 6:00 pm; Legacy Good Samaritan (LGS) Wilcox ACR 102, 1015 NW 22nd Ave.
- Executive Committee: Weds., Oct. 5, 8:00 pm; HNW Office, 2257 NW Raleigh St.
- Air Quality Committee: Mon., Oct. 10, 7:00 pm; Silver Cloud Inn, Breakfast Rm NW 24th Place & Vaughn St.
- Parks Committee: Fri., Oct. 14 & Nov. 11, 9:00 am; Coffee Time, 712 NW 21st Ave.
- Planning Committee: Thurs., Oct. 6, 13, 20, 27, Nov. 3, 10, 8:00 am; Corte Theater, 2257 NW Raleigh St.
- Call to confirm, 503.823.4212
- Public Safety & Livability Cmte: Tues., Oct. 11 & Nov. 8, 6:00 pm; LGS, Wilcox B, 2211 NW Marshall St.
- Transportation Committee: Weds., Oct. 5 & Nov. 2, 6:00pm; LGS, Wilcox B, 2211 NW Marshall St.
- 1st Saturday Clean-up: Sat., Oct. 1 & Nov. 5, 9:00 am; New Seasons Market 2170 NW Raleigh St.
- 2nd Saturday Clean-up: Sat., Oct. 8 & Nov. 12, 9:00 am; Food Front Co-op 2375 NW Thurman St.
- 3rd Saturday Clean-up: Sat., Oct. 15, 9:00 am; Elephants Deli, 115 NW 22nd Ave.

**Old Town Chinatown Community Association**

- Website: oldtownchinatown.org
- Community Meeting: Weds., Oct. 5 & Nov. 9, 11:30 am; U of O, 70 NW Couch St.
- Art History and Culture Cmte: Weds., Oct. 25, 6:00 pm; Portland Center Stage, 128 NW 11th Ave.

**Pearl District Neighborhood Association**

- Website: pearldistrict.org
- Board Meeting: Thurs., Oct. 13 & Nov. 10, 6:00 pm; PNCA, Hammer Board Room 237, 511 NW Broadway
- Executive Committee: Weds., Oct. 5 & Nov. 2, 9:00 am; Urban Grind, 911 NW 14th Ave.
- Livability & Safety Committee: Weds., Oct. 5 & Nov. 2, 3:30 pm; Portland Center Stage, 128 NW 11th Ave.
- Planning & Transportation Cmte: Tues., Oct. 4, 18 & Nov. 1, 6:00 pm; PNCA, Room 237, 511 NW Broadway
- Communications Committee: Tues., Oct. 25, 6:00 pm; WeWork, 220 NW 8th Ave.
- Emergency Preparedness Cmte: Mon., Oct. 10, 6:00 pm; Ecotrust Bldg, 907 NW Irving St.

**Northwest Neighborhoods West/Northwest**

- Website: pearldistrict.org
- Board Meeting: Thurs., Oct. 13 & Nov. 10, 6:00 pm; PNCA, Hammer Board Room 237, 511 NW Broadway
- Executive Committee: Weds., Oct. 5 & Nov. 2, 9:00 am; Urban Grind, 911 NW 14th Ave.
- Livability & Safety Committee: Weds., Oct. 5 & Nov. 2, 3:30 pm; Portland Center Stage, 128 NW 11th Ave.
- Planning & Transportation Cmte: Tues., Oct. 4, 18 & Nov. 1, 6:00 pm; PNCA, Room 237, 511 NW Broadway
- Communications Committee: Tues., Oct. 25, 6:00 pm; WeWork, 220 NW 8th Ave.
- Emergency Preparedness Cmte: Mon., Oct. 10, 6:00 pm; Central Library, 801 SW 10th Ave.

**Board on NW Heights**

- Website: board@nwheights.org
- Board Meeting: Mon., Oct. 3 & Nov. 7, 12:30 pm; FH HGA Office 2061 NW Miller Rd
- Emergency Preparedness Fair: Sun., Oct. 2, 12:00 pm; Forest Park Elementary School 9935 NW Durrett

**NWNW is prone to drama!**

Support the voice of neighborhoods while enjoying any 2016-2017 show by CoHo Productions. Reserve theatre tickets with CODE “NEIGHBORS” and 10% will be donated to NWNW. 503.220.2646

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Find calendar updates at nwwn.org/Calendar
Snapshots

The 10th annual Slabtown Festival Sept. 10

Dan Volkmer was given the 2016 Homer Award for his support of the festival and community.

Food and face painting kept these youngsters engaged at the festival.

Crews removing trees around the decommissioned Washington Park reservoirs use a wood chipper (blue machine). In order to create access for construction equipment, 209 trees—four more than initially intended—had to be removed, according to the Portland Water Bureau. The park entrance at Southwest Park Place is closed to vehicles until 2018.

Lincoln senior Sheila Panyam has a passion “to make books accessible to more who are less fortunate.” She started a Lincoln service club in association with Children’s Book Bank and collected about 1,000 books for students in need. Panyam is also on the school’s Constitution team. Portland Pearl Rotary honored her as student of the month for September.

“Stirring Embers: A Workbook for a Life of Making,” a book highlighting the contributions of Willamette Heights artist Ray Grimm (1924-2012) to Portland’s maker culture, was released last month. The 80-page book includes essays by former students of Grimm’s, who created the Portland State University ceramics department after arriving in Portland in 1956. The books can be ordered through raygrimmlegacy.org.

Darius Pierre Tarver, 25, was arrested Sept. 4 after a fight in the Entertainment District involving 10-12 gang associates, according to the Portland Police Bureau. After brandishing a gun, the suspect ran from officers and discarded the weapon near Northwest Third and Burnside.

Children were invited to play on the PlayForm 7 during the Extraordinary Playscape Exhibition at Northwest Park and Glisan streets last month. The playground equipment is being considered for installation in the North Park Blocks next year under a parks bond project approved by voters.