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Lawson brothers team up on crew of hit television series, "Grimm"

By KC Cowan
The Southwest Portland Post

Set in Portland, "Grimm" is a modern cop-drama with a twist. The lead character, Homicide Detective Nick Burkhardt (played by David Giuntoli), discovers he is descended from a centuries-old line of hunters, called Grimms, whose purpose in life is to battle and destroy evil creatures known as Wesen. Nick relies on a trailer of weapons and books about various Wesen left to him by his aunt to fight the evil beings. Wesen look like everyday people to those who are not Grimms. He also is helped by Monroe (Silas Weir Mitchell), a Wieder Blutbad, who becomes Nick's friend, and has a wealth of knowledge about the Wesen world.

"Grimm" is one of NBC's most popular shows. Shot in Portland between July and April, it provides more than 150 full-time jobs.

Positions in every department from hair and makeup to sound recording are staffed by Oregonians.

Three men from one Portland family have the grip department locked up.

Bruce Lawson and his brothers, Brian and Brent, make up respectively: the key grip, dolly grip and best boy. And all three graduated from Wilson High School in Southwest Portland.

Bruce gives Wilson credit for fulfilling his creative longings back in the mid 1970's.

"For me, it was a really creative atmosphere there," Lawson said. "Between (drama teacher) Julie Accuardi and (choir director) Merle Lotz, those were some of the best years of my life, really."

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A group of Wilson High School alumni works on the NBC television series, "Grimm." Left to right: Sean Kennedy '78; Brian Lawson '78; Maureen Berrie-Lawson '78, Bruce Lawson '77, Brent Lawson '78; Tyler Stephens '88; Jesse Bellis '07. (Post photo by KC Cowan)

Is construction never-ending along Multnomah Boulevard?

By Erik Vidstrand
The Southwest Portland Post

Jim Prenty, owner of Jimmy's Sports Bar and Grill, is upset at the city but you



Workers complete construction on a new catch basin and sidewalks along Multnomah Boulevard near 36th Avenue. (Post photo by Erik Vidstrand)

would never know it sitting with him at his bar. He just seems worn down and tired of all the issues getting in the way of running a small business.

According to Prenty, his business, employees, and customers have suffered financially, emotionally, and physically.

"This has all been due to the road work on Multnomah Boulevard for years" Jimmy said.

It began over 15 years ago when the city had to replace the sewer pipe from Interstate 5 west to 40th Avenue due to complaints of raw sewage odors.

"When they first dug up the road," Prenty recalled, "the city put in the wrong size sewer pipe. They excavated the street again to replace it

with the right size."

That took almost a year and affected business owners village-wide.

"Customers could literally not make it to the bar," Prenty explained. "I lost my lunch business and lottery sales went down."

Then, when he thought everything was finished, the city came back to add new sidewalks, a bike track, and green street planters.

The interview was interrupted by a customer who stopped in to ask Prenty if he had parked correctly out front. "I now have to play parking enforcement officer," he said, grinning.

Prenty pointed to the parking configuration which appeared to be somewhat in the middle of the boulevard. The bike track, which looks like a second sidewalk, has dashes for a short half-block then weaves back into the street by 31st Avenue. Parking is marked with a big P on the black asphalt.

To get the latest update on Multnomah Boulevard construction, The Post interviewed Rich Newlands, a project manager with the Portland Bureau of Transportation. What follows are excerpts are from that mid-December interview.

Q: There have been reports of people being confused by parking near Jimmy's Sports Bar. What's going on?

A: Parking on the cycle track has been a problem over the summer while we waited for the installation of the two pavement markings needed to clarify where parking is allowed and not allowed.

The "bike man" symbol marking for the cycle track was in black rather

than the usual white for better contrast with the concrete, but delayed because it was on back order. Both markings were installed several weeks ago and now people seem to get it much better.

We are going to also add more markings soon make it clear there is another 20 feet of parking available to the east of the driveway.

Q: There were reports that Multnomah Boulevard fills up with water during downpours due to the cycle track being a little bit higher than the asphalt. Cars were seen hydroplaning. Do these not drain properly?

A: Not quite. The cycle track is supposed to provide vertical grade separation with the roadway and is designed with a two percent slope to drain water into the street. Multnomah is relatively flat so I suspect during the really intense portions of the other week's rain it seemed like it was not draining.

Q: What's going on with the crosswalk beacon at 25th Avenue?

A: The original final inspection identified several issues with the construction of the rapid flash beacon that need to be corrected before turn-on. A follow-up inspection passed in mid-December, so the beacon is now on.

The crosswalk striping did not meet the (slip resistance) specifications either and will have to be replaced. The schedule from the contractor for replacement is not yet known.

Q: Mature trees were cut down at near the former Sears's Armory, at 25th and 28th avenues. At an earlier interview, the (Continued on Page 3)

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