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Southwest Portland's Independent Neighborhood Newspaper

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Portland, Oregon

Complimentary

September 2007

New Holly Farm Park skate spot scores with shredders

By Mark Ellis
The Multnomah Village Post

West Portland's Holly Farm Park has four big corners, but all the action is in one of them. On a mid-August evening there were grinds, ollies, and wipe-outs galore as area skateboarders tested their skills against what all agreed is a "tight little park."

Taking a break from his rail-riding, bank-busting aeriels, 16-year-old Brian Seibert approved of the skate park's design. "It's got a good flow," he said, and then flashed off to teeter along a handrail like a tightrope walker.

Jordon Marchand, 17, visiting from Louisiana, took off his brain-bucket (helmet) long enough to say that the Holly Farm layout is "creative, better than some of the bigger parks I've ridden."

It's not all about the skateboarding. The new park, scheduled for a formal ribbon cutting ceremony on Saturday September 15, at 3:00 p.m., boasts a lush lawn, handsome benches, and children's play structure.

Perusal of a parks department hand out reveals that opening day will include games, crafts for kids, and self-guided interpretive tour. Celebratory food items will be available, but families are encouraged to bring a picnic.

"It was a long-time dream of the West Portland Park Neighborhood Association," says Portland Parks Business and Development spokesperson Sarah Schlosser-Moon, "for a place to gather and play as a community."

The farm's history is a far cry from the shredding vertical jumps and quarter pipe descents, which began at the park only days after construction crews, planted the new sign.

Legendary holly horticulturist John S. Weiman began his hybridizing of English holly at the location in 1926, and went on to register twenty-seven new varieties between 1959 and 2000.

The Weiman family lived in the large home on Capitol Highway until

1998, bearing witness to the eventual development of the area, including PCC Sylvania. The farm's main residence was set back on the property, shaded by trees, and singular for its one-story stucco exterior.

Weiman received the highest award from the Holly Society of America in 1983, and varieties of his hollies can be found in Hoyt Arboretum and many places in the United States and Europe.

"This is great," said Ron Cusick, over from Lake Oswego after spotting the park on his way home from work. His daughter Brooklyn had only one complaint: there aren't enough swings.

Lucy Koch strolled the pathway with her husband and two Siberian Huskies while their children checked out the play structure. "This is our first time here," she admitted, but there's no doubt that her family plans to make regular visits.

Back at the skating area a female skater gets her board out into the mix. Kelly Murphy takes a ramp or two, all the while watching for where exactly the next skater will hurdle by.

The buzz around skate culture that week was focused on a certain professional skater who grabbed so much air at the recent X Games he ended up in a 35-foot freefall.

The miscue made video headlines, and Holly Farm skaters--like skaters around the country-- high-fived when Jake "Nothings Broken" Brown walked away unhurt from what has to be the ultimate bail.

The skaters had a thing or two to say about the new park, but they had come to skate. By the time rush hour hit on Capitol Highway there was a bit of a cluster in the skate area too.

Soon table top-jumps and tail sliders were flying every which way, long curving arcs known as carving flying into almost horizontal realms, all ages, both sexes, and a good representation of fairly young children. Young Recan Rasheed, his brain-bucket strapped on and his skateboard half as big as he is, probably sums it up best. "It's fun."



A pair of skaters try out the new Holly Farm skate spot August 14. (Photo courtesy of Hans Marshall Ellis)



Portland police officer Angela Hollan and her horse Ian of the Mounted Patrol Unit were part of the Central Precinct's Open House during the Multnomah Days Festival held on August 18. Taking a special interest in Ian were (from left) Siena Kelso, Jenna Thompson and Madison Carbo. Additional Multnomah Days photos on Page 16. (Photo courtesy Portland Police Bureau)

Neighbors complain that Southwest Community Plan doesn't enforce design standards

By Lee Perlman
The Multnomah Village Post

In discussing a new development proposal for Multnomah Village, longtime community activist Mike Roche expressed frustration not just with the proposal itself (he called the design "atrocious"), but also with the process, or lack of it, by which it had come about. "The deal we made in the Southwest Community Plan was that in exchange for higher density we'd have design review," Roche said.

Well, Multnomah sort of has it and sort of doesn't. The Southwest Community Plan, passed in 2001 after a lengthy process, zoned much of Multnomah Village CS (storefront commercial), and R1 [medium density, one residential dwelling per 1000 square feet]. Either allows residential development at densities up to one unit per 1,000 square feet of lot space, or about five times the density of single family dwellings, and a minimum density of one unit per 2,000 square feet of lot space.

The CS zone requires buildings to be situated at or near the property line and forbids parking between the building front and the sidewalk, pretty much in keeping with the character of the area. Both have a height limit of 45 feet, allowing structures far taller than their neighbors to be built as a matter

of right.

Because Multnomah Village is designated a 'main street,' development there is governed by the Portland zoning code's community design standards and their "two track" system. These are a series of design elements normally required for new development.

They include pitched roofs, ornamental columns on front porches under some conditions, and lower height limits for new projects when the development site abuts residential land with a lower height limit. A developer who wants to deviate from these rules must go through a design review process.

The bad news, for people such as Roche, is that the rules were designed for the city as a whole, not just Multnomah, and do not necessarily fit the character of the area. Further, if developers meet these rules, they can build as a matter of right, with no review by the city or the public.

A state law passed in 2004 stipulated that except in Downtown, Gateway and designated historic districts such as Lair Hill, developers had to be given the option of being allowed to build if they passed objective standards, without public review.

Planner Marie Johnson, who shepherded the Southwest

(Continued on page 3)

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The Multnomah Village Post
 7825 SW 36th Ave Suite #203
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Letters to the Editor



Every year since we have lived in the area we have made it a point to attend the Multnomah Days festival. We begin with the pancake breakfast, watch the parade (we used to walk to it without dog), and visit the various street and village vendors, which seem to grow greater in number every year.

It is a great, "local" day, a festival aimed at families—the spectators of the parade seem mostly that—AND it is that parade that causes us to write: It was grossly abuses this year by one

Jawana take your transvestite selves someplace else?

of the entries.

We welcomed the apparent decision to remove "politics" from the festival, especially the more aggressive persons and groups we encountered in recent years, though one non-cooperator did manage to crash the parade restrictions.

That was simply rude, inconsiderate and we hope it does not happen again, but that entry offends only those who don't agree with the message; many do.

What was completely unacceptable for a mostly family-intended and family-attended venue, however, was the parade entry from "Jawana," a crude group celebrating transvestitism, an entry that surely caused many a parent to wish he

or she had not brought children to the event.

With innocent groups participating in the parade from churches, schools, community groups, businesses, etc., that form of "adult" behavior has no place in a venue that seeks family involvement.

If we sponsored a business or group entry in the parade, we surely would not re-enter without a commitment from the event organizers to ban such "adult" entertainment from the day's events, especially the parade. We hope groups that DO sponsor entries take such a position.

Arthur and Suzy Henry
Southwest Portland

Wilson senior pranksters planted flowers for peace

Your anonymous letter writer uttering disgust at the anti-peace Wilson principal spoke for many of us ["All we are saying is give peace a chance," July 2007]. Imagine young people in these wretched times expressing their enthusiasm for peace and being punished for it.

The mind boggles at how much the authorities are getting away with. The anonymous writer needs to know that 93 percent of the people on my block would have contempt for the principal. Today's youth deserve better.

Gail Jacobson
Southwest Portland



Editor's Note: When shown a copy of this letter, Ty Steinbach, owner of Thinker Toys, and co-organizer of the Multnomah Days Festival and Parade had no official comment. But after some cajoling by this editor, Steinbach admitted that parade organizers accept all entrants. "The 'Jawana' group I believe was formed specifically for the Parade and has appeared the past 10 years." (Post photo by Anne Snedecor)

Crossword Solution Puzzle on Page 14

1	S	U	M	M	E	R	7	F	A	9	L
11	U	N	A	N	I	M	15	U	S	L	Y
13	M	U	D	17	N	18	T	A	I		
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20	E	U	21	R	O	P	E	E	22	A	G
23	R	A	N	24	E	R	25	R	26	M	
27	T	28	B	29	V	30	A	31	O	32	W
33	A	C	I	D	34	R	O	35	B		
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Neighbors complain that Southwest Community Plan doesn't enforce design standards

(Continued from page 1)

Community Plan through to completion, told *The Post* that during the planning process, "There was a lot of concern about building height. Any change from single-level buildings can be drastic, and given the steep slopes, the effect can be accentuated.

According to Johnson, "Because 'main streets' are supposed to be focal points, we wanted people to be comfortable with them, so we added a design overlay. Unfortunately, we had pretty basic tools to work with; we didn't have the resources to do a plan district (with regulations geared specifically to this community.) I think neighbors understood that this was the best we could do. They were not necessarily satisfied."

Martie Sucec, former Multnomah Neighborhood Association chair, has found this process even more frustrating. "There's been a lot more infill than we bargained for, and the rule, rather than the exception, has been that the new development we've seen here has been terrible," she told *The Post*.

"The bargain we made was that we would accept higher density in exchange for livability. The covenant has been broken, and the Portland Design Commission has helped break it. The planners and the commission seem to be saying, 'Multnomah is clapboard and brick, and how you put them together doesn't matter.' To have an effective design review process you need an effective design commission, not a bunch of bad architects."

Current Multnomah Neighborhood Association chair Bryan Russell is a little more positive ("The Bureau of Planning gives us more of an ear than developers do"), but adds, "There's a 90 to 95 percent approval rate for adjustments. They hire people who are experienced in dealing with the regulations, and it takes a pretty vocal opposition to get things stopped or rejected. They're able to keep building McMansions even though people here say they don't want them."

Multnomah, and other neighborhoods, also have another form of influence on development: the Mandatory Contact Rule. Since 2005, largely at the urging of community activists, the zoning code demands that builders of housing developments

of four or more units must offer to meet with the affected neighborhood association and present their plans.

They are not required to follow requests for changes they receive at such meetings. This contact, it was felt, would allow builders to gauge neighborhood sentiments and make accommodations before they were fully committed to a particular plan.

In Multnomah, the rule has produced mixed results at best. "Where there was good will, it worked," Sucec said. A project by a Eugene-based developer on Southwest Dolph Court is "really good," she said. On the other hand, another developer "didn't give a damn," and his project on Southwest 34th Avenue and Moss Street is "atrocious. It's actually lowered property values for houses around it."

"The idea is good, and some developers have really taken the neighborhood's comments to heart," Russell said. "The big problem is that there are no teeth. Unless they're asking for an adjustment, they have no need to listen to us. For some (the neighborhood contact) is just a check-off. They heard the neighborhood feedback and then did it the way they wanted to in the first place."

Defending the Southwest

Community Plan, Johnson said, "My perception was that this area was going to change regardless of the plan. For the most part, people move to an area because they like it the way it is. The hope is that you get


change that's more to your liking than you'd get if you didn't plan. This will still be a great place; just different." Regardless, Russell said, "All we can do is keep plugging away and hope for the best."




Will Multnomah Village still look like this in 20 years? (Post photo by Anne Snedecor)

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Tri-Met announces schedule changes to bus lines 35, 39, 43, and 45

By Don Snedecor
The Multnomah Village Post

Tri-Met is making mostly minor changes to bus lines affecting Southwest Portland. But the biggest change will affect the weekend riders of Line #39 Lewis & Clark.

According to Peggy LaPoint, Tri-Met public information officer, Friday and Saturday late night service on Line #39 will end on September 7. "There has been very low usage on these trips since the service hours were extended in September 2006," explained LaPoint. The good news is that the line will continue to operate between Lewis and Clark College and



THREE TO BEAM UP Tri-Met fare inspectors appeared suddenly like astronauts on August 15 at the Southwest Troy Street and 35th Avenue bus stop. (Post photo by Don Snedecor)

Hillsdale during the day.

According to LaPoint, the last Line #39 trip to Hillsdale will leave Lewis & Clark College on weekdays at 6:54 p.m. and Saturday at 6:44 p.m. The last Line #39 trip to Lewis & Clark will leave Capitol Hwy & Sunset on weekdays at 6:20 p.m. and Saturday at 6:25 p.m.

Bus trips will be added to Line #35 Macadam because of increased ridership and subtracted from Line #43 Taylors Ferry Road because of lowered ridership.

Tri-Met is also making a couple of minor changes to Line #45 Garden Home this month said LaPoint. "When buses were moved off the Portland Mall in January for construction, too much time was given to the operators on their schedule," explained LaPoint.

"We're tweaking the schedule by a couple of minutes to improve reliability and help riders make their connections."

Additionally, Tri-Met is adjusting the timing of an outbound bus for Wilson High School (Capitol Highway and Sunset Boulevard) to arrive just after school lets out instead of just before school lets out.

The bottom line of course is that fares will be increasing. 2-Zone cash fares will increase to \$1.75. All-Zone cash fares will increase to \$2.05. Youth/Student cash fare will increase to \$1.40. LIFT cash fare will increase to \$1.70. Most monthly passes will increase by \$2.00 Youth/Student monthly passes will increase by \$1.00.

Neighbors attend open house for Gabriel Park skateboard facility

By Lee Perlman
The Multnomah Village Post

On July 31, the Portland Park Bureau held the latest in a series of public open houses for a proposed 8,500 square foot skateboard facility in Gabriel Park. About 20 people attended this session at the Multnomah Arts Center, most of them skateboarders or their parents.

Citizens who attended offered a variety of suggestions about the design of the facility.

An older neighbor of the park, David Feuz, was concerned that the ten new parking spaces proposed for

I'm not interested in learning.")

Stephanie Mohler, owner of Airspeed Skateparks, the designer and builder of the facility, suggested that users could carpool to the site. Portland Park Bureau skateboard specialist Rod Wojtanek said that the natural constraints of the terrain, and the need to provide for storm water treatment, precluded providing any more spaces.

He said that a skateboard facility in the east side's Glenhaven Park seldom attracted more than 10 cars. He conceded to Feuz, "The conditions you described at Gabriel Park are a reality."

Mohler and Wojtanek asked if skaters of different ages and abilities could share the same space. The skaters replied that this is "something you learn to live with." One added, "If you can't, you should probably set up a ramp in your own driveway to skate on."

Feuz said that the "skate spot" in the new Holly Farm Park [on Capitol Highway in the West Portland Park neighborhood] has no seating or shade trees for spectators. Wojtanek said trees planted on the periphery will provide shade when they grow, and benches and picnic tables are "something we're looking at. This is a pretty neat spectator sport."



A designer's concept of the proposed Gabriel Park skatepark. (Courtesy Rod Wojtanek, Portland Parks and Recreation)

the facility would be insufficient.

The Southwest Community Center [on the north end of the park] has inadequate parking, and those patrons will simply appropriate the new spaces, he said. The result will be "a nightmare," he said. (Regarding the sport itself Feuz said, "I don't know anything about skateboarding, and

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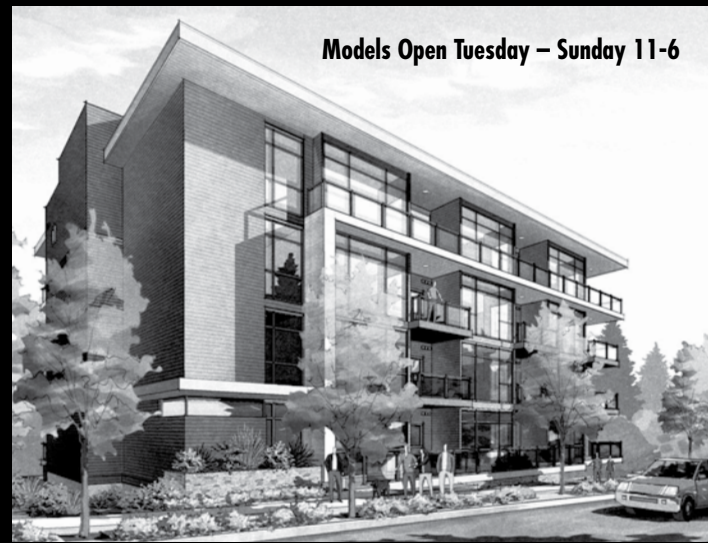
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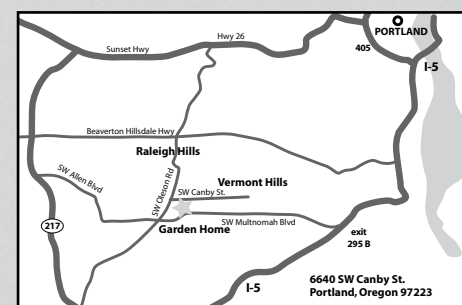
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Citizens pass two Portland to Lake Oswego streetcar options

By Lee Perlman
The Multnomah Village Post

At its final meeting July 31, the ad hoc Lake Oswego to Portland Transit and Trail Project Advisory Committee (LOPAC) suggested further study of two possible transportation options. One called for extension of the Portland Streetcar southward to Willamette Park-- with most of the route south of the current terminus on Lowell Street to be on Southwest Macadam Avenue.

The second called for extending the route southward to the old Albertson's site in Lake Oswego, with most of the route along the Willamette Shore Trolley right-of-way. The dual recommendations were an attempt by LOPAC chair David Jorling of Lake Oswego's First Addition Neighbors to fairly represent the views of the deeply divided, 20-member committee.

LOPAC member David Reinhard said, "I didn't want us to forward a single recommendation from the whole committee that was favored by one vote." He did, however, call for a straw poll between the two preferences.

The first option was favored over the second by a vote of 8-4 among members present, but there were also two e-mailed proxies from absent members favoring the second proposal, and one opposed to both.

Metro, which is conducting the study, will continue to take public comment

on it through September 7. After this, Metro will decide which options to study. Metro staff had been intrigued by the idea of a streetcar route along the Willamette Shore Trolley right-of-way.

Metro planner Richard Brandman noted, "There's a lot of travel demand in this corridor, the demand is growing, the highway is very constricted and not likely to be expanded."

A streetcar line here would be easier and cheaper to build, and could attain higher speed than such conveyances usually achieve because it would not share the road with auto traffic. Staff recommended that Metro at least give such a route further study. They did not recommend further study for an express bus alternative (Bus Rapid Transit, or BRT) because it would have relatively low ridership and development incentive.

LOPAC members, especially those from the exclusive Dunthorpe community between Portland and Lake Oswego, complained that mass transit in this corridor would invade the privacy of and detract from the livability of nearby homes. Committee member Debbie Stellway of Dunthorpe said, "Protecting our homes' economic value is really important."

Another Dunthorpe resident, Bill Gilmer, called the Willamette Shore option "poorly thought out, bad for the communities involved, and economically irresponsible." It would

"bring in people who would not otherwise be in the corridor," and he stated that the east side's Springwater Corridor trail had led to increased crime rates in the areas nearby. He favored the BRT "if a transit choice has to be made."

In contrast, Alice Kelledjian Richmond, who said she has lived in West Linn for "more than half a century," said, "If the project needs to be done, it needs to be done now. It

will cost much more in ten years."

Several committee members called for a bike and pedestrian trail in the Willamette Shore right of way, either in conjunction with a streetcar or independently of one. Brandman said this was uncertain, since the available funding for mass transit improvements couldn't be used to pay for such a facility, but that it could be studied.



LOPAC recently voted in favor of two options to extend the Portland Streetcar from South Waterfront to Lake Oswego.

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Southwest Neighbors



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- ◆ Economic cost of crashes is over \$400 million per year

STREETS AND BRIDGES IN POOR CONDITION

- ◆ 32% of busiest streets are in poor condition
- ◆ Causes damage to vehicles
- ◆ The 30 deficient weight-limited bridges negatively impacts businesses
- ◆ Increases the chance of injury to pedestrians and bicyclists
- ◆ Creates environmental problems with debris breaking off and getting into our streams and rivers

TRAFFIC SAFETY CONCERNS LIMIT WALKING, BIKING, AND TRANSIT

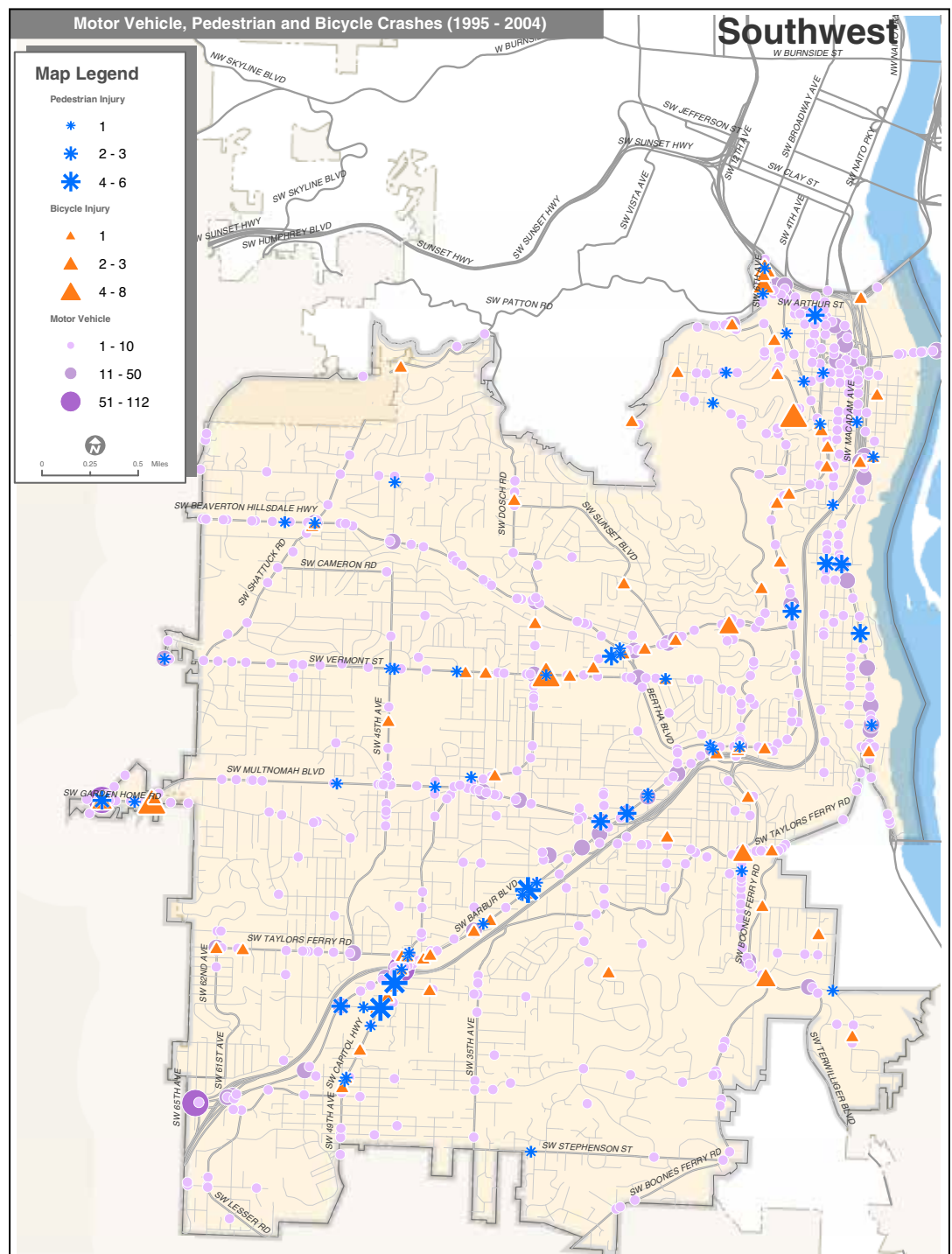
- ◆ 58% of Portland adults limit walking, biking or taking transit due to traffic safety concerns, 66% limit their children from walking or biking due to traffic safety concerns
- ◆ Decline in kids walking or biking to school from 66% in the 1960s to less than 13% today (traffic safety is the biggest concern after distance to school)

CONGESTION FROM AVOIDABLE CRASHES

- ◆ 40% of all congestion in the City is non-recurring and primarily caused by crashes
- ◆ Crashes cause unpredictable delays. Delays impact all users, especially businesses, which are impacted financially

SHOULD WE SPEND A LITTLE TO SAVE A LOT?

- ◆ Our streets are like the roof of a house. Ignoring the leaky roof means damage to the structure of the house which ultimately costs more to repair
- ◆ Every dollar spent on preventive maintenance now will save \$4-5 in future reconstruction costs
- ◆ Relatively small investments in traffic safety improvements can dramatically reduce injuries and deaths
- ◆ Failure to act will add an additional \$9 million annually for maintenance



Problem areas in your neighborhood

LOOK INSIDE FOR SPECIFIC SOLUTIONS TO THESE PROBLEMS IN YOUR NEIGHBORHOOD



How Would Additional Funding Benefit My

The following are examples of possible projects in your neighborhood. Projects were selected based on specified criteria which ensure improvements to safety and infrastructure management — saving the most lives while maximizing the use of our public resources. Possible projects were chosen to be equitably and efficiently allocated across the city. To view the citywide list of projects go to www.portlandonline.com

Preventing Injuries and Deaths

REDUCE CRASHES AT HIGH CRASH INTERSECTIONS

Priority projects in your neighborhood — None identified yet

- ◆ Engineering improvements: increasing visibility of signals, signage and striping changes, and consolidating driveways
- ◆ Installation of red light cameras and other enforcement

IDENTIFY AND IMPROVE SAFE ROUTES TO SCHOOLS

Priority projects in your neighborhood — Stephenson Elementary, Maplewood Elementary, Markham Elementary, Ainsworth Elementary, Hayhurst Elementary, St. Claire. (An increase in funding would allow all of Portland schools to be served by the Safer Routes to School Program over the next ten years)

- ◆ Add sidewalks
- ◆ Speed bumps to slow traffic
- ◆ Median islands and curb extensions for safer street crossings
- ◆ Identification and mapping of safe routes
- ◆ Teach kids to walk and bicycle safely

ADD SAFE CROSSINGS NEAR TRANSIT, BUSINESSES AND PARKS

Priority projects in your neighborhood — SW Barbur Blvd & 13th Ave, SW Barbur Blvd & Luradel St., SW BH Hwy & 35th Ave., SW BH Hwy & 42nd Ave., SW BH Hwy & 50th Ave., SW BH Hwy & 62nd Ave., SW Barbur Blvd & 11240 SW Barbur Blvd. Add pedestrian islands at locations with the following characteristics:

- ◆ Dangerous crossings
- ◆ Proximity to bus stops, parks, schools, and businesses
- ◆ Presence of seniors and kids

CREATE FAMILY-FRIENDLY TRAVEL ROUTES (BICYCLE AND PEDESTRIAN BOULEVARDS)

Priority projects in your neighborhood — Specific locations not yet defined

- ◆ Improve safe crossings at major arterial roads
- ◆ Traffic calming (including green streets)
- ◆ Signage and striping

ADD SIDEWALKS TO BUSY STREETS

Priority projects in your neighborhood — SW Hamilton, SW Dosch, SW Vermont, SW Terwilliger, SW Taylors Ferry, SW Garden Home, SW Shattuck, SW Lesser, SW Pomona, SW Boones Ferry, SW Marquam Hill, SW Patton, SW Humphrey, SW Fairmount

- ◆ Add sidewalks or alternative paths along busy arterials
- ◆ Prioritized projects based on needs of children and the elderly as well as access to business areas, transit, parks, and schools

PROVIDE FUNDING FOR SAFETY IMPROVEMENTS

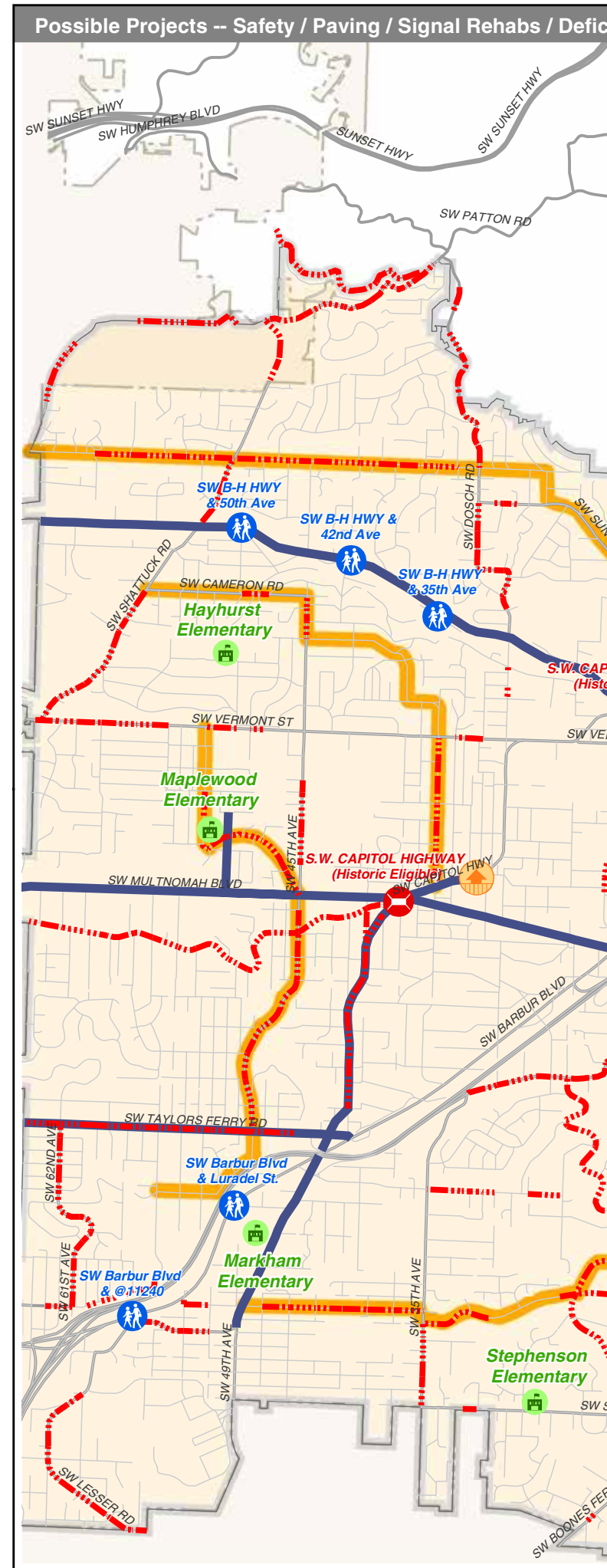
Priority projects in your neighborhood — \$50,000 would be allocated annually for priority safety projects identified by neighborhood and business associations

- ◆ Crosswalks
- ◆ Traffic calming
- ◆ Safety education

INCREASE ENFORCEMENT OF RECKLESS DRIVING ON HIGHWAYS

Priority projects in your neighborhood — I-5

- ◆ Increasing enforcement of reckless /drunk driving on these heavily used facilities will reduce fatalities and injuries. (Currently, State Police do not patrol state highways or the interstate system within Portland's city limits)

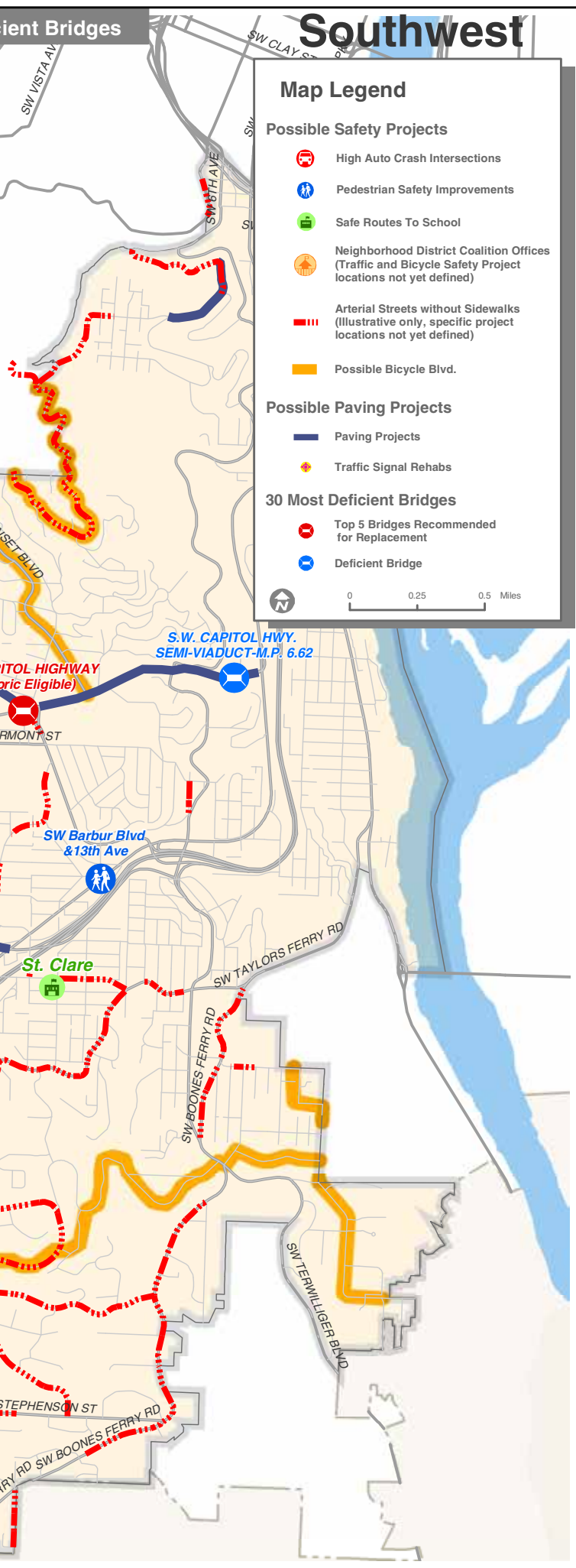


Arterial in poor condition



Prior to adding sidewalks for children to safely walk to school

Neighborhood?



Many bridges in Portland are in critical need of repair like the Bybee bridge, shown above, before it was updated

Maintaining Portland's Roads and Bridges

IMPROVE MAJOR ARTERIALS IN POOR CONDITION

Priority projects in your neighborhood — Beaverton Hillsdale Hwy from Bertha to 65th, Multnomah from Barbur to 45th, Capitol Hwy from 49th to Barbur, Capitol Hwy from Barbur to 30th, Taylors Ferry from 65th to Barbur, Vista from Laurel to Fatlon, Sam Jackson from Curry to Hooker, Multnomah from Oleson to 45th, Capitol Hwy from Barbur to Bertha

- ◆ Curb-to-curb maintenance and reconstruction to reduce future maintenance costs on arterials serving freight and transit routes
- ◆ Improve streets that are in poor and very poor condition

IMPROVE BRIDGES IN POOR CONDITION

Priority projects in your neighborhood — Both bridges are on SW Capitol Highway

- ◆ Bridge maintenance and reconstruction
- ◆ Prioritized projects based on weight limits, seismic problems, and their critical function on a transit or lifeline route

Minimizing Congestion

INCREASE ENFORCEMENT OF RECKLESS DRIVING ON HIGHWAYS

Priority projects in your neighborhood — I-5

- ◆ Increasing enforcement of reckless /drunk driving on these heavily used facilities will reduce fatalities and injuries. (Currently, State Police do not patrol state highways or the interstate system within Portland's city limits)
- ◆ Addresses the 40% of all congestion in the city that is non-recurring and primarily caused by crashes in these essential corridors for freight, commuting and emergency response.

IMPROVE SIGNAL TIMING & OPERATIONS

Priority projects in your neighborhood — Signal timing and operational improvements on Portland's busiest streets where engineering indicates major benefits from signal synchronization and timing changes

- ◆ Signal synchronization to reduce congestion and minimize gridlock
- ◆ Improved air quality (due to less fuel consumption and lower emissions)
- ◆ More efficient use of existing transportation infrastructure
- ◆ Safety improvements for pedestrians and bicyclists



Sidewalks, school in mud or



Crossing without crosswalks



Families can cycle on family-friendly boulevards with low traffic

Photo provided by Jonathan Maus/BikePortland.org



Red light cameras improve safety by dramatically reducing red light violations

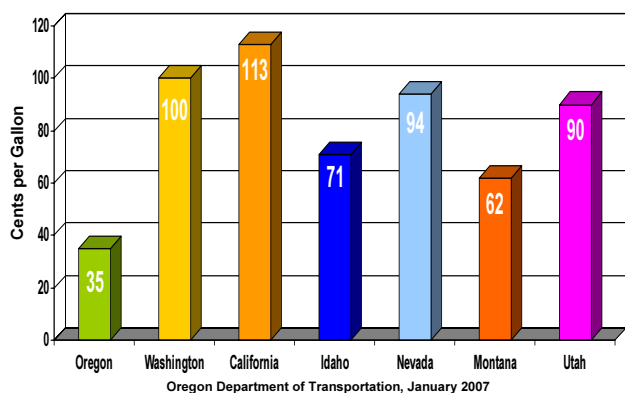
WHY IS PORTLAND EXPERIENCING THIS PROBLEM?

Traditionally, Portland has relied on our share of the state gas tax to safely operate and maintain our streets and bridges. There are a number of significant problems with the state gas tax:

- ◆ **The last increase in the gas tax was in 1993** — the Oregon Legislature has failed to raise the state gas tax for fourteen years
- ◆ **Oregon's gas tax is 24 cents per gallon** — a fixed amount per gallon fails to provide any increase to cover inflation
- ◆ Since the last increase in the state gas tax (1993), **transportation costs have increased over 70%** (*League of Oregon Cities, 2006*)
- ◆ The distribution formula for the state gas tax results in **only 46 cents of every dollar of gas tax being returned to the Portland region**
- ◆ **The revenue from the gas tax has not kept up** with the increasing demand on the system because of the growing population.

CAN WE SOLVE THIS PROBLEM WITH CITY GENERAL FUNDS?

Allocating more general fund revenue to transportation services would result in budget cuts to other important city services like fire, parks, and police.



WAS TOO MUCH OF TRANSPORTATION'S MONEY SPENT ON LIGHTRAIL AND THE STREETCAR?

The primary source of funding for Portland's streetcar and light rail systems are federal funds. If not used by Portland, these funds would have been allocated to another city. The state constitution restricts the use of state gas tax revenue for these types of projects.

WHAT OTHER OREGON CITIES DO TO SOLVE THIS PROBLEM

Many other Oregon cities have solved this problem through local gas taxes or street maintenance fees.

SEPTEMBER

OPEN HOUSE MEETINGS

Join City staff and your neighbors to review specific transportation needs and possible solutions in your neighborhood.

Monday September 10, 7-9pm
Central Northeast Neighborhoods Community Room
4415 NE 87th Avenue

Monday September 17, 7-9pm
Southwest Portland Multnomah Center
7688 SW Capitol Hwy.

Tuesday September 18, 7-9pm
Northwest Portland Friendly House, Keystone Room
1737 NW 26th Avenue

Thursday September 20, 7-9pm
East Portland East Precinct Community Room
737 SE 106th Avenue

Monday September 24, 7-9pm
Southeast Portland St. Philip Neri Church-Carvlin Hall
2408 SE 16th Avenue

Tuesday September 25, 7-9pm
Northeast Portland King Neighborhood Facility
4815 NE 7th Avenue

Thursday September 27, 7-9pm
North Portland Kenton Firehouse
8105 N Brandon Avenue

What are Portlanders Doing to Solve this Transportation Problem?

A committee has been formed to help address Portland's Transportation problems and solutions. The committee includes over 70 community leaders from businesses; neighborhoods; bicycle, pedestrian, and transit communities; elected officials; and the traffic safety community.

The stakeholders committee will guide this process and formulate a funding package that will be reviewed at the October town hall meetings. The funding package is being fine tuned through a rigorous audit process.

The stakeholders committee is committed to the following principles:

- ◆ The proposal will include a specific list of projects
- ◆ Projects will be spread across the city with benefits in every neighborhood
- ◆ New revenues will be selected based on the principles of "user pays" and "tax fairness"
- ◆ Project selection will be based on sound engineering, safety, and fiscal responsibility
- ◆ The proposal will include an oversight committee to ensure efficient project delivery

WHAT CAN I DO TO HELP?

- ◆ Endorse the process (you can endorse the process online at www.portlandonline.com — if you request follow-up, a staff person will call you and discuss additional opportunities for involvement)
- ◆ Fill out a survey online at www.portlandonline.com
- ◆ Attend an open house or a town hall meeting (see accompanying schedule for your neighborhood's date and time)
- ◆ Write a letter to your community paper
- ◆ Invite a member of the Stakeholders committee to meet with a group of your neighbors or association to discuss this issue in detail



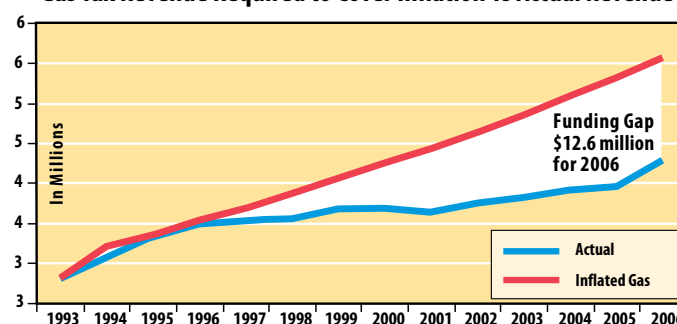
PURCHASING POWER OF THE GAS TAX IN 1993 VS 2006 DOLLARS



1993 value = \$1.00

2006 value = 58¢

Gas Tax Revenue Required to Cover Inflation vs Actual Revenue



Comparison of actual gas tax revenue to revenue if the gas tax had kept pace with inflation

OCTOBER

TOWN HALL MEETINGS

Join Commissioner Adams in reviewing the proposal developed by the Safe and Sound Streets Stakeholder Committee.

Tuesday October 16, 7-9pm
Central Northeast Portland Madison High School
2735 NE 82nd Avenue

Thursday October 18, 7-9pm
Northeast Portland Jefferson High School
5210 N Kerby Avenue

Monday October 22, 7-9pm
East Portland Menlo Park Elementary School
12900 NE Glisan

Tuesday October 23, 7-9pm
North Portland Rosa Parks Elementary
8960 N Woolsey

Wednesday October 24, 7-9pm
Northwest Portland Metropolitan Learning Center
2033 NW Glisan

Monday October 29, 7-9pm
Southwest Portland Wilson High School
1151 SW Vermont

Tuesday October 30, 7-9pm
Southeast Portland Sellwood Middle School
8300 SE 15th

COMMUNITY LIFE

By Don Snedecor
The Multnomah Village Post

Southwest Charter School has found a location. The school will be in a stand-alone building in John's Landing at the corner of Southwest Hood and Pendleton streets.

"It has great access, is close to a number of parks and green spaces and has all the space we need for this year," said Dave Smith of the Southwest Charter School board. At press times, open houses had been scheduled for August 30, 12-6 and August 31 9-12. The school's address is 5839 SW Hood Ave. For more information, visit www.swcharter.org.



Anne Bocci (left) shows off her boutique's mannequin to a friend on First Friday in Multnomah Village. (Post photo by Don Snedecor)

Multnomah Village Business Association meets again on September 27 (last Thursday) at 8:30 a.m. at O'Connor's Restaurant & Bar (annex), 7850 SW Capitol Hwy. Call the SWNI office at 503-823-4592 or visit www.multnomahvillage.org for agenda information.

Retired artist Suzan Mayer of John's Landing ("We used to call it Lower Hippyville or Carp Valley," said Mayer) is showing 37 pieces of a variety of media (woodcut, watercolor and tempera, pen and ink) from the 1960s to the present at the Lake Oswego Library, September 3-30. For more information, contact the library.

Hillsdale Neighborhood Association meets again on September 5 (first Wednesday) at St. Barnabus Episcopal Church, 2201 SW Vermont St. Contact Don Baack, chair, 503-246-2088 or baack@pacifier.com for the meeting agenda. For more information visit www.hna-pdx.com.

A New Orleans Benefit Dinner and Play Reading will be held on September 21, at 6:30 p.m. at West Hills Unitarian Fellowship in Garden Home, 8470 SW Oleson Road. Cost is \$15 per person, reservations required. Contact Rosie Hamilton, rosiephilh@msn.com or call 503-293-5453. Three Portland chefs will prepare the eats and Janet Spenser, a Katrina survivor, will direct her play "Katrina/Ultreya." Proceeds will go NENA, the Neighborhood Empowerment Network Association of the Lower 9th Ward, and to the Katrina Fund of the

First Unitarian Universalist Church of New Orleans.

Hillsdale Business and Professional Association meets again September 19 (third Wednesday) at Three Square Grill, 6320 SW Capitol Hwy. For more information, visit the HBPA new website at www.hillsdalebusiness.org

Moonviewing (O-Tsukimi) to be held at Portland Japanese Garden. Participants can watch the harvest moon rise over downtown Portland to the gentle sounds of the koto and flute. Write a few lines of poetry, taste seasonal delicacies, and toast the rising moon with sake in the warm company of friends. Moonviewing will be held September 26-28 from 6:30 to 8:30 p.m. Reservations are \$20 for members and \$25 for non-members. The garden is above Washington Park at 611 SW Kingston Drive. Please call the event line at 503-542-0280, e-mail events@japanesegarden.com or visit www.japanesegarden.com for more information.

The Lutheran Choral Association continues its 69th anniversary season with a choral concert September 30 at 7:00 p.m. at Good Shepherd Lutheran Church, 3405 SW Alice St. The 125-voice choir has members from 73 churches and 18 denominations. Repertoire includes a variety of composers. The evening ends with a recitation of Lincoln's Gettysburg Address leading into the Battle Hymn of the Republic. No admission charge, but a freewill offering will be taken. For more information, please contact Ken Dale, 503-650-8839.



Drummer Gary Hobbs and Saxophonist Renato Canata, of the Chris Parker Quartet, wow the jazz crowd at O'Connor's on First Friday in Multnomah Village. (Post photo by Don Snedecor)

The Last Picture Show

is Studio Donatello Gallery's final exhibit—the gallery is losing its lease in October. This grand finale is a large group show that will feature the paintings and sculpture of Robert Foster; unique metal sculpture by Art Resnick; and acrylic, mixed media, and abstract paintings by Denlar, Ann Fullerton, Jan Heigh, Philip Kenton, Collin Murphy and Marge Rood. Opening reception is September 6 from 6:00 to 9:00 p.m. The exhibit ends September 29. The gallery is located at 6141 SW Macadam Ave. For more information call 503-246-1915 or visit www.studiodonatello.com.

Multnomah Neighborhood Association

meets again on September 11 (second Tuesday) at 7:00 p.m. at the Multnomah Center, Senior Center, Capitol Room, 7688 SW Capitol Hwy. Contact Brian Russell, chair, for agenda information, at 503-869-1632 or barusse@hotmail.com.

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Design Commission approves university's 325-foot Mirabella tower

By Lee Perlman
The Multnomah Village Post

After barely 20 minutes of discussion, the Portland Design Commission last month approved plans for the Mirabella, the latest skyscraper planned for the South Waterfront area. The commission had reviewed the project in July and asked for minor changes.

The building, to be built by Oregon Health and Sciences University and operated by Pacific Retirement Services, will be a 284-unit senior housing project, of which 224 units will be for independent living. The

site is bounded by Southwest Curry and Pennoyer streets, River Parkway and Bond Avenue.

It will be 325 feet high, with a floor plate of 12,400 square feet per floor, both of which are allowed in this part of the district with code modifications. Regulations stipulate that buildings of this size cannot be more than 112 feet long from north to south above 125 feet, to reduce the degree to which it blocks views of neighborhoods to the west; the Mirabella's upper floors will be no more than 82 feet 10 inches at their widest, and only 55 feet for the top six stories.

The building will include such amenities as a central dining room, a

5,500 square foot exterior courtyard, a health clinic, a fitness center and spa, library, meeting space and common areas. It will also have a café that will have an exterior entrance on Bond Avenue and be open to the public at least for breakfast and lunch, making it one of the few retail facilities in the district so far.

Landscape architect Carol Maier Reid told the commission, "If you didn't know this was a building you'd think it was a park because of all the landscaping." It will have an environmental LEED Gold rating, with hot water heated by rooftop solar panels.

(Continued on page 15)



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THE MULTNOMAH VILLAGER

The Playground Rundown

By Mark Myers

Ironically, just in time for back-to-school I find myself thinking of all the time we've spent at our various neighborhood playgrounds over the summer. Portland, as you certainly know, is full of parks, many of which contain playground facilities. Here's the rundown on a few of our favorites in or near the Village.

Custer Park

Custer Park has been our favorite haunt this summer. Since Jr. V is getting older now (almost seven!) we've outgrown the facilities at Gabriel Park and have been taking evening walks across the Village to visit the excellent play facilities at Custer.

The renovations last year unnerved me a bit, since I was afraid they were going to remove the old-school merry-go-round and see-saws, and they

might mess with the excellent swings. These fears proved to be unfounded, and all the equipment is still in place and improved.

The swings are excellent here, with smooth movement, long chains, and an expansive view of the park from their setting atop the large hill. There's two large play structures, one for smaller kids and one for the bigger ones with slides, poles and a tire swing.

The merry-go-round has a nice padded rubber circle under it, which is helpful since the inevitable fall off of this thing WILL happen. It's pretty much a kid rite of passage. Nice shady area to play. Oh, the long downhill paved path that circles around the baseball field and out to the sidewalk is great for scootering.

Gabriel Park

We haven't spent much time at Gabriel Park this summer. Largely because Jr. V has outgrown the play facilities there. I'm annoyed to report that the small slide has never been replaced after being damaged by vandalism last year, which is a major blow to smaller kids who might not be ready for the big slide.

There's a small swing set, but the tire swing is pretty much the extent

of the fun for kids over the age of about 4. I really wish that Gabriel Park had more extensive play equipment, something more fitting with the size of the park, but that's the way it is.

We'll probably visit more in future summers, especially when the skate park is completed, which seems to me dovetailing perfectly with Jr V's inevitable interest in skateboarding.

Multnomah Center

The little playground behind the Multnomah Center is a regular stop. We've been there more than anywhere else this year. There's a slide, a swing set with swings for little kids and older ones, and the ubiquitous tire swing.

Jr. V enjoys climbing up on the plastic tunnel-thing and taking wild swinging jumps off of the monkey bars. Especially on Monday evenings when "knight practice" is in full swing. This is a quick walk from our house, it's our closest playground, and so we take evening strolls up there quite often. It'd be nice to see some actual sand in the large sandbox area.

The Kangabunny

This is how we refer to the playground at Pendleton Park, over on

55th and Iowa St. This one has always been a favorite destination because of the excellent, large play structure and also due to the statue.

Jr. V was fascinated by this statue of a large rabbit when he was younger. He would stare at it for the longest time. Due to the length of its legs, and its posture - it's referred to in our house as the "Kangabunny" which of course is a half-kangaroo half-bunny.

The official name of the statue is "Vincent, Waiting for Alice" and it's by Keith Jellum. The thing is 8 feet tall. This park is a great picnic destination and the play facilities really are superb. It's handicapped accessible too.

Maplewood Playground

All the fundraising, work and waiting for the new play facilities at Maplewood Elementary have definitely paid off. The new playground is great with an expansive play structure with several slides, climbing surfaces and monkey bars of varying descriptions.

The equipment is new, so now's the time to enjoy it. It will be hard-used during the school year and I hope it holds up well. Some of the attachment points seem to be somewhat less solid

(Continued on page 15)

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Post Crossword Puzzle

by Elliott K. Snedecor

ACROSS:

1. It's over now
7. It's here now
11. Without a dissenting vote
13. Wet dirt
14. Mai _____
15. Unmarried female (title)
16. Mexican two
19. Religious song
20. Abroad
22. Adjutant General (abbr.)
23. Sped away on foot
24. Hesitation sound
25. Boarding house unit (abbr.)
27. Trade last, or too late (abbr.)
29. A southern state (abbr.)
31. Exclamation of pain
33. Chemical compound capable of neutralizing alkalis
34. To take unlawfully what is not yours
36. To shape or form
39. It is used for picture-taking
41. Woolly mother
42. It's large in a self-centered person
43. Street (abbr.)
44. Excuses that are not true
45. Gives off

DOWN:

1. "In the Good Old _____"
2. Extraordinary
3. Insane
4. Midwestern st.
5. Vowel sounds A, _____ O, U
6. See 25A
7. _____ Manchu
8. Starting with T, it's delicious
9. Woolly-haired South American ruminant
10. Not telling the truth
12. Upon
16. "Don't just sit there, _____ something!"
17. Poetic for the opposite of shut
18. "_____ with a smile."
19. That girl
21. Assists an MD in the ER
26. "_____ or less"
28. Not good
30. Wise saying
32. Superlative of bad
35. _____ in the belfry
37. Hooter
38. Hawaiian garland
40. Dad's mate

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Design Commission

(Continued from page 12)

The South Portland Neighborhood Association opposed the project; in a letter, chair Jim Davis called it "nothing more than a high-class rest home for the nation's well-to-do." He opposed the 325-foot height, long a sore point with the neighborhood, and said it was unnecessary.

He also charged that OHSU was transferring density to the project without specifying where it was coming from. City Planner Kara Fioravanti disputed this, saying that of the project's nine to one floor area ratio (a measure of project density), three to one is transferred from OHSU's planned riverfront campus. "At this point, it's one big 19-acre site," Fioravanti told *The Post*.

At both hearings commission members praised both the project's content and architecture. "This is an extraordinarily beautiful project," commission chair Lloyd Lindley said. "The orientation, the massing, the width make it extraordinary."

By comparison, the nearby John Ross tower "looks a little chubby," he said. The concept of solar water heating "desperately needs an example that works," he said. Commission member Jeff Stuhr said, "This is an elegant building that will add to the skyline of this district. It will be one of the most slender buildings in Portland."

Former commission chair Mike McCullough said that a guiding principal involved with construction of such tall buildings is that the commission would grant additional height if the development would do something extraordinary for the neighborhood it was in.

"There's a huge missing piece here," said McCullough. "So far we have no park and the pedestrian bridge is a ways off." In addition to a lack of parks, McCullough was frustrated by a lack of ground floor retail. "We have one café to serve this neighborhood," he said.

Multnomah Villager

(Continued from page 13)

than other facilities but then again, I'm a bit larger than your average Maplewood student.

We've visited the new playground several times since it's gone up and Jr. V is looking forward to many future recesses on this gear. There are benches for the adults.

Rieke Playground

A visit to the Hillsdale Farmers' Market is not complete, in our house, without a lengthy side trip to the playground here at Mary Rieke Elementary School. There's a good "modern" play structure and some old-school gear including a long slide and one of those Buckminster Fuller-like dome climbing bars.

It's a nice long walk from our house to Rieke, and the playground is a good place for the parents to catch their breath while the kids work out some energy of the structure. Plus, you can always take the "long way" back and hit Baskin-Robbins for a cone afterwards, and the combination of a playground AND ice cream is pretty hard to beat.

There's also some really great play areas around the Village that I refer to as "semi-private" such as the one at St John Fisher right across from Gabriel Park, which we've snuck onto before...Sshhh!

Jr. V enjoys the excellent playground facilities at the Mittleman Jewish Community Center as well, since he goes to Kid's Corner there, after school. West Hills Learning Center has excellent facilities, if you go to day care there.

The Multnomah Villager is an online web log of one resident's experience of life in and around our Village. You can find the Multnomah Villager blog at www.multnomahvillager.com.

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throughout our valley, and change the future for children around the globe. The result? Westside students graduate with transformed hearts, equipped as leaders who can make a difference.

The Armory is ideally located for a permanent school site. It is adjacent to West Hills Christian School, a primary feeder school for our high school, and is centrally located for the geographic region we serve. More importantly, it is nestled in a neighborhood that values children.

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Sincerely, Andy Sears, Administrator



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Neighborhood meetings slated for mid-September and October
Decision made November/December

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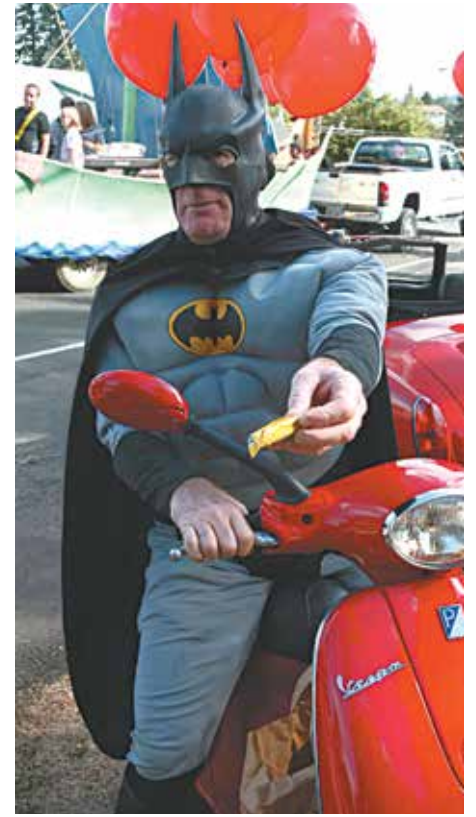
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Retiring Grand Marshals Rick and Leo
(Post photo by Andrea Lorimor)



All hail the King and the Queen! (Post photo by Andrea Lorimor)



Holy Vespa! It's Batman! (Post photo by Andrea Lorimor)



Five-Alarm Antique Fire Engine
(Post photo by Anne Snedecor)



Hoopin' it up in Hooperville (Post photo by Andrea Lorimor)



Loaves & Fishes Ladle Drill Team
(Post photo by Anne Snedecor)

<p><i>Near OHSU</i></p> <p>Spectacular Mountain and River views! Recently remodeled from top to bottom including, granite, SS appliances, baths, hardwoods, heating & A/C. 2,758 SF with 4 bedrooms and 3 baths \$725,000.</p>	<p><i>Hillsdale</i></p> <p>Beautiful SW valley view. Impeccably maintained w/ Remodeled kitchen. Hardwoods under carpet on main level. 4 BR + bonus, 3 Baths, 2,896 SF. Double garage & shop on lower level \$644,000.</p>	<p><i>Hillsdale</i></p> <p>Wonderful tri-level home located on quiet cul-de-sac at the base of the west hills. Close to OHSU. Impeccably cared for. 4 bedrooms 3 baths. Remodeled kitchen. Large lot and private backyard \$579,000.</p>	<p><i>Multnomah</i></p> <p>Stunning traditional home! New construction. 3 bedrooms, 3 baths with den/office and bonus room. Kitchen with granite, eating island and nook. Quiet and peaceful neighborhood \$549,000.</p>	<p><i>Multnomah</i></p> <p>Spectacular new construction. Blocks to Multnomah Village and Gabriel Park. 4 BD, 2.5 BA. Living room with fireplace, kitchen with granite & stainless steel appliances. Hardwood floors \$499,900.</p>
<p><i>Multnomah Village Commercial Building</i></p> <p>940 square feet bungalow in the heart of Multnomah! Retail space with additional unfinished storage in the basement. 1/2 bath & kitchenette, beautiful gardens \$449,900.</p>	<p><i>Multnomah</i></p> <p>Feels like country but it's Multnomah! Historic fully remodeled log cabin. 3 bedrooms, 3 baths. Oak floors in living room with loft and fireplace. Kitchen with stainless steel appliances \$499,500.</p>	<p><i>Multnomah Village</i></p> <p>Top quality construction! 2 BD 2.5BA with bonus area for live/work opportunity. 1496 sqft. Gas fireplace in living room. Hardwood floors, kitchen with granite and stainless steel appliances \$395,000.</p>	<p><i>West Hills</i></p> <p>Cozy bungalow with view located in the West Hills. Large private lot in great neighborhood. Updated, skylights and hardwood floors. Light and bright kitchen with tons of windows. Full unfinished basement. \$397,500.</p>	<p><i>Multnomah / Capitol Hill</i></p> <p>Impeccable 2 story charmer. Major remodel in 1997. Large master suite w/ deck, SW view & bath w/ jetted tub. Located on a corner lot w/ double garage, fenced carport & yard. Quiet location near Custer Park, Multnomah Village and Hillsdale. \$374,900.</p>
<p><i>Multnomah</i></p> <p>Multnomah charmer built in 1934. Located on great corner lot. Just blocks to Multnomah Village. 3 bedrooms, 1 bath. Fireplace in living room. Hardwood floors. Detached 2 car garage \$349,900.</p>	<p><i>Multnomah Village</i></p> <p>Walk to Multnomah Village! 2 BR, 1 BA home. Large kitchen w/ eating area. Master bedroom w/ slider to deck. Unfinished basement w/ slider. Quiet location on corner fenced lot. \$295,000.</p>	<p><i>Multnomah Village</i></p> <p>Totally renovated townhomes in Multnomah Village. 1, 2 & 3 bedrooms available. Solid slab granite countertops, bamboo floors, new bathroom, new plumbing & wiring. Affordable living with class and style. \$144,500 and up.</p>	<div style="text-align: center;"> <h2>Parker Realty, Inc.</h2> <p>503.977.1888 www.parkerrealtyportland.com</p> <p><i>Jeff Parker</i> Your neighborhood Realtor Since 1980</p> </div>	

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