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The Southwest Portland Post

Southwest Portland's Independent Neighborhood Newspaper

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South Portland
Neighborhood
Association
wins Spirit of Portland
Award--Page 3

Volume No. 17, Issue No. 3

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Portland, Oregon

Complimentary

January 2009

Multnomah Village temporarily renamed "Ice Station Zebra"

By Don Snedecor
The Southwest Portland Post

What the folks on Channel 8 called the Arctic Blast began before the last-minute Christmas shoppers had even started. It first snowed a few inches in Portland on Sunday, December 14. Then the temperature plunged into the teens and twenties—for days.

Getting around was treacherous at best.

A ton of snow fell on Thursday and Friday, December 18-19. And it kept snowing. And it stayed on the ground with low temperatures until Christmas Day.

Suddenly snow shovels and tire chains and studded snow tires were all the rage. Driveways and other slight inclines were dangerous. Les Schwab and other tire stores were backed for hours.

Many businesses were closed because folks couldn't get to work. Transportation Commissioner and Mayor-elect Sam Adams asked people to help clear the ice and snow

(Continued on Page 6)



Two girls and their dog try sledding along Southwest 52nd Avenue near Taylors Ferry Road, December 21. Additional snow photos on Page 6. (Post photo by Leslie Baird)

Sandy beach, fewer docks among federal changes to South Waterfront Greenway

By Lee Perlman
The Southwest Portland Post

Thanks to the feds, and the fish they're trying to protect, the South Waterfront Greenway will have to undergo some pretty drastic changes. That was the message that Jim Middaugh and Patti Freeman of Portland Parks and Recreation brought to the Portland Design Commission in a briefing last month.

According to Middaugh, because the proposed 100-foot wide Willamette Greenway is near a fish-bearing stream, it must obtain the approval of the National Marine Fisheries Commission.

This agency is demanding that as the price of their approval, the park bureau abandon its plans to use boulders and riprap at the river's edge for

fish habitat. Instead, they insist that the city must demolish the existing river bank and create a slope, with a sandy beach at the water's edge, to allow a more "gentle flow."

"We didn't want to," Middaugh said. The bureau had already invested considerable time and money in a plan that combined fish and bird habitat with trails and other human recreation facilities – and, as Middaugh said, "We only have 100 feet to work with."

However, they have devised a new plan whereby the beach ends in a "sheet pile" (sheets of steel) wall, to the west of which the bureau can program the greenway at the existing elevation. Some of the plans for this area will need to be compromised but, Freeman assured the commission, "There may be trail modifications, but we'll retain separated paths" for bikes

and pedestrians as planned.

The biggest potential change concerns a proposed dock for light watercraft launching planned for the foot of Southwest Gibbs Street, one of the most prized features of the old plan. According to Middaugh, Marine Fisheries frowns on such facilities because they provide shelter for predators of young salmon.

In fact, he said, there is currently litigation brought by environmental groups over plans to install a dock in Lake Oswego. If Portland wants a new dock, he was told, it would have to remove one of comparable size somewhere on the river.

Freeman said the original Greenway plans called for four docks. "We don't know if we can get one approved," she said. Commission member Gwen Millius said, dryly, "They have an odd sense of scale to go after a dock that small."

Middaugh said that the new plans may allow the public to get much closer to the water; the old plans did not include this sort of beach, and the area closest to the bank was occupied

by dense vegetation. The sheet pile will be hidden behind vegetation.

Some of the trees planned for the Greenway will now be planted below the sheet pile and, because their base will be considerably lower, they will have less impact on views, an issue raised by some South Waterfront condominium owners.

"There is an upside to this," Middaugh said. The new plans may affect the project's cost, but since they will also be minus some planned features, "It won't be a 100 percent increase," he said.

Commission chair Lloyd Lindley, while not criticizing the Park Bureau's response to the federal demands, was disturbed by the changes. "Will this vision, which so many people have invested in, be pulled apart and micro-managed?" he asked. He also wondered about "continuity" with other developed parts of the greenway. Middaugh suggested the Commission draft a letter expressing these concerns.

Landscape architect Carol Meyer
(Continued on Page 4)



A section of the 100-foot-wide South Waterfront Greenway along the Willamette River. (Photo courtesy of Portland Parks and Recreation)

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Letters to the Editor



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A fundraiser for Bridlemile School featured holiday trees and a pancake breakfast. (Photo courtesy of Leanne Hartman)

Smoking near OHSU could happen at PCC as well

Good article in the December 2008 issue regarding OHSU and the smoking ban ("OHSU deals with no-tolerance smoking policy," by Lee Perlman and Don Snedecor).

Portland Community College goes tobacco-free in fall 2009 and we're going to be facing those same good-neighbor issues. Not so much as Sylvania - it's not easy to walk off this campus - but certainly at Cascade in North Portland.

I passed a copy of your article to the chairman of the tobacco policy committee here. We appreciate the head's-up.

Dana Haynes
Public Affairs Manager
Portland Community College

Bridlemile kicks off holiday season with Christmas tree sale and pancake breakfast

Bridlemile Elementary School looked like a miniature forest on December 6 and 7 with beautiful freshly cut noble firs standing tall at the front entrance. Trees went on sale Saturday and were quickly sold out midday Sunday.

The annual tree sale, sponsored by the Bridlemile Foundation, also featured hot grilled pancake breakfasts and hot dog lunches. Hundreds of neighbors joined in for the feast. Fred Meyer, Albertson's, Safeway, Grand & Benedicts, Yule Tree Farms, and Willamette Print & Blueprint all made generous contributions.

Proceeds from the trees and feast go directly to paying for teachers

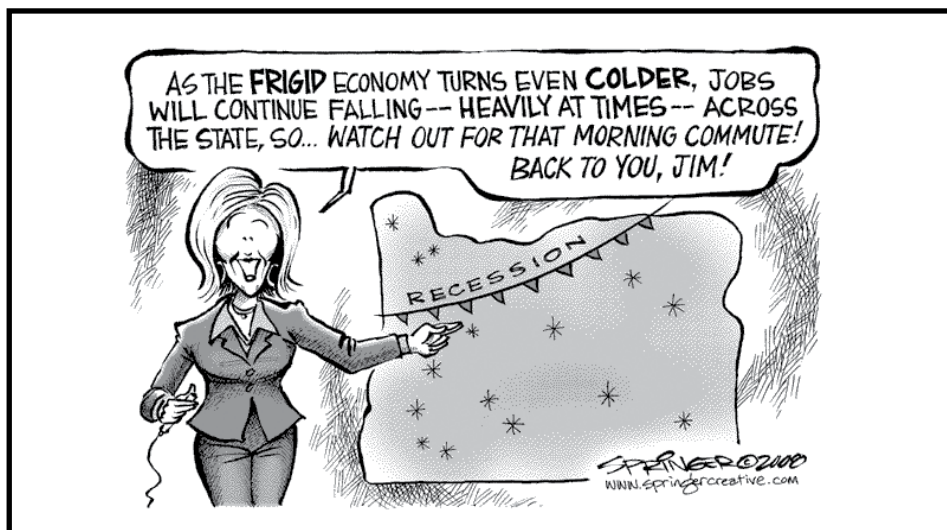
at Bridlemile and to supporting educators throughout Portland Public Schools via the Portland Schools Foundation Equity Fund.

Leanne Hartman
Bridlemile

Corrections and clarifications

In an article in the December 2008 edition of *The Southwest Portland Post* on a draft southwest bicycle master plan, we stated that the plan had been created by a subcommittee of Southwest Neighborhoods, Inc. In fact the work was done by SWNI's Southwest Trails Committee.

Also in the December *Post*, in an article about Oregon Health and Sciences University, one paragraph became garbled due to technical problems. The paragraph should have read, "Homestead board member Rich Davidson suggested that OHSU could simply refuse to hire smokers. This is in fact the policy of some public agencies in Denver. An OHSU official replied, 'We would never go that far.'"





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South Portland neighborhood wins Spirit of Portland Award



Members of the South Portland Neighborhood Association receive the Spirit of Portland Award for Neighborhood of the Year from City Commissioner Randy Leonard at City Hall, December 11. (Post photo by Lee Perlman)

By Lee Perlman
The Southwest Portland Post

Two groups and one individual from southwest Portland were among this year's Spirit of Portland Award winners. The awards, selected by a jury of community representatives from nominations submitted by the public, are awarded annually to groups and individuals who increase the city's livability. At the awards ceremony last month, Portland Mayor Tom Potter referred to the recipients as "heroes."

South Portland Neighborhood Association won this year's coveted Neighborhood of the Year award. They were officially honored for co-sponsoring five free concerts in Willamette Park in cooperation with the Bureau of Parks – the first southwest neighborhood to stage such an event – drawing more than 400 people per

concert, and for helping organize a new business association.

The neighborhood association also oversaw one of the city's most dramatic new development areas in the South Waterfront, defending the rights and interests of the older neighborhood to the west while welcoming the newcomers.

They helped secure traffic calming for Southwest Corbett Avenue. Finally, they were active participants in the Southwest Neighborhoods, Inc. Coalition, where South Portland chair Ken Love serves as board co-chair.

As Love received the award he gestured to the four board members who accompanied him and said, "It's all due to these people."

George Wolff, a Wilson High School senior, was named Youth of the Year. He is a gifted classical guitarist who won an Oregon State Student Association state music championship in 2007. Wolff uses his skills to perform

Southwest leaders plead for bike paths in Maricara, Marshall parks

By Lee Perlman
The Southwest Portland Post

By law any citizen can request to testify before the Portland City Council for three minutes at the start of their Wednesday morning sessions, time permitting, on any subject they wish. Last month three local leaders used the occasion to address a Southwest parks and transportation issue, and appeal an administrative decision they didn't agree with.

Hillsdale Neighborhood Association chair Don Baack, former Southwest Neighborhoods, Inc. chair Glenn Bridger and SWNI Trails Committee bike route planner Keith Liden all called for creating bike paths through Maricara Natural Area and Marshall Park, utilizing and slightly reconfiguring existing trails and adding a harder surface.

Bridger noted that much of southwest consists of steep hills ("There's no place called Flatsdale"), and in many places no regular system of streets. He told Mayor-elect Sam Adams he meant Mayor streets, not just sidewalks. Thus, he argued, the city needs to take advantage of what opportunities it has to make transportation connections.

Liden, who has just completed a draft bike master plan for southwest, pursued this point. "There are no good east-west connections

between Lancaster and Dickinson," he said.

Baack said that Maricara is "a beautiful park, with really great wild areas." Utilizing his strategy, a useable path could be constructed with "very minor" impact, he said.

According to the three, the Parks Bureau hierarchy rejected the request. "They didn't even consider it," Liden complained. Their reasoning was that such a path would be inappropriate for natural habitat areas such as Maricara or Marshall.

Parks and Recreation suggested using Southwest Huber Street or creating a trail on the edge of one of the parks. According to Baack, representatives also commented that bicyclists who wanted to could ride through the parks without having it designated a path, saying, "We don't have bicycle police."

Bridger noted that there is a bike trail through George Hymes Park, so there is precedent for such a facility. Liden said that Huber would be "not ideal" due to its high traffic volume and lack of useable shoulders.

Baack said that building a path on the side of the park would have far greater impact and expense than what he proposed. As for encouraging unauthorized use of a pedestrian path, he said this course would have "a built-in conflict." With his proposed course, Baack said, "We can have a park we can all be proud of."

for hospice care patients in a variety of locations, and has given private recitals in the rooms of patients too ill to be moved. He is also a National Honors Society member who plans to study astrophysics in college.

Hoopin' It Up, the result of a partnership between SWNI, the Office of Neighborhood Involvement's Neighborhood Crime Prevention Program, the Housing Authority of Portland, Portland Police Bureau, Camp Rosenbaum and Basketball

Institute, Inc., is a four-day basketball camp for children living in the Hillsdale Terrace and Slavin Court affordable housing projects. In addition to teaching basketball skills and providing summer recreation, the camps preached hard work, team spirit, respect for peers and a sense of community. Last summer, the camp's second year, organizers included a track and field and writing components. The camp ended with a Family Fun Night barbecue.

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Sellwood Bridge design could impact nearby homes and businesses

By Lee Perlman
The Southwest Portland Post

The Sellwood Bridge Task Force will recommend one of six proposals regarding the aging bridge in January, probably at a meeting beginning at 5:30 p.m. January 5 at the Oregon Museum of Science and Industry. If the citizen group cannot decide during that planned three hour session, a "backup" meeting is scheduled for January 19, according to County spokesperson Mike Pullen.

The citizen group will be asked to choose between five "build" alternatives – two calling for renovation of the existing 1926 span and the rest for a new bridge – and a "no build" option. This last would shore up the worst safety problems to allow the bridge to be used by all vehicles for the next 20 years.

All five of the "build" options would require some displacement of private property, especially on the east side of the river. In recent decades structures have been built so close to the span that virtually any building activity would affect them.

All five of the "build" alternatives would displace the Sellwood Building, containing nine businesses, and Alternatives A through D would take out one unit in the River Park Condominiums. Alternative B could also affect the Riverside Corral.

Alternative D would take out four units in Sellwood Harbor. Alternative E, which would veer north as it proceeds across the river and which has the longest span, would avoid some impacts in the immediate vicinity of the existing route but created even greater disruption elsewhere; it would take out six residential units and two businesses in Grand Place and another 37 businesses at River Park Center.

All five would involve some impact to park facilities, ranging from the removal of 3.8 acres for Alternative E to 4.3 for Alternative A or C.

On the west side, the greatest impact would come from Alternative C. At the east end it would have an interchange typical of freeways (referred to colloquially as a "trumpet" because of its shape) more designed to facilitate high-speed, high-volume movement than provide easy access.

Alternative C would require the removal of the Staff-Jennings Moorage. It would also make access between Riverview Cemetery and its funeral home so difficult that, according to Pullen, cemetery owners say they would likely feel compelled to move the property.

Alternatives A and B would use a "roundabout" configuration, while D and E would utilize a traffic signal to control traffic flow on the west end. The No-Build alternative



would cost \$54 million.

Of the other five, the cost would range from \$280 million for Alternative C to up to \$360 for Alternative E.

The cost is dependent to some extent on the architectural style used. For all but Alternative E, there is an option to build in phases.

OHSU plans first building for new 19-acre South Waterfront campus

By Lee Perlman
The Southwest Portland Post

While construction is some ways off, the Oregon Health and Sciences University is already making plans for the first building to occupy its proposed South Waterfront campus.

OHSU's Mark A. Williams made the revelation last month in a briefing for the Portland Planning Commission on plans for the proposed 19-acre campus, on land donated by the Schnitzer family.

To be called the City Sciences Collaborative Center, it would be a joint project with Portland State University, Oregon State University and others. "Even in a tight budget year this has made it into the governor's budget," Williams said.

"This is a chance to jump-start this district," Williams said while cautioning that the OHSU center would still need legislative approval when there will be heavy demand on state funds.

In the rest of the briefing Williams made the same points he has in previous briefings about the proposed campus. By design there will be nothing that requires zone changes, height limit modifications or other discretionary reviews, he said.

There will be underground parking, which in turn will necessitate additional fill on the land, he said. There will be a strong emphasis on environmentally friendly practices and techniques, he said. He noted that the university's Center for Health and Healing has a remarkably high 50 percent mode split (50 percent of those coming do so by means other than private cars), "and that's without any bus service."

TriMet plans to re-route southbound Line 35 buses from Southwest Macadam to Moody Avenue, through the district. They have made no independent plans for the greenway area adjacent to the Willamette River, he said, because the land is currently owned by the Zidel Corporation.

OHSU hopes to acquire the property some day, but in the meantime "We wouldn't want to be in the position of designing someone else's property."

Williams said OHSU wants to incorporate a mixture of uses, including housing, to make the campus a "vibrant, 24-hour" place. Design Commission member Gwen Millius asked if the center would include "workforce housing" that would allow those who worked or studied at OHSU to live near it.

Williams said he envisioned "a mixture" of housing types, including student housing, housing for visiting faculty, and market rate as well as more affordable units.

Asked about financing for the project or a timeline Williams said, "This will have a multi-decade build-out." More facetiously he told the Commission, "All I need is a couple billion bucks and we can start moving dirt around."


South Waterfront Greenway

(Continued from Page 1)

Reed testified that she had used a similar treatment to the one proposed on an east bank project, "and it's held up really well. It's difficult to see the wall now because it's been overtaken by vegetation."

Lindley asked if Marine Fisheries has a consistent policy about such developments, or if they are decided on a case by case basis. "It's evolving," Middaugh replied. "The feds haven't worked on a big river environment like this before. We actually took them down to the site and said, 'What do you want us to do here?'"

Planner Chris Caruso speculated that in terms of protecting the river and its fish, Marine Fisheries may be defeating its own purpose. "One of the reasons it's easy to ignore the problems of the river is that it's so hard to get to it," she said. Middaugh retorted, "It's not the fish habitat that's preventing access to the river, it's industrial development."



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Southwest Neighborhoods, Inc. awards neighborhood grants

By Lee Perlman
The Southwest Portland Post

Southwest Neighborhoods, Inc. has awarded neighborhood grants for 18 community projects. SWNI chose these projects, not all of which received all the money they requested, from among 22 applications. The neighborhood coalition had \$22,053 available, its share of the \$200,000 citywide budget.

The money was allocated from the City of Portland General Fund through the Office of Neighborhood Involvement, and distributed to the city's seven neighborhood offices and coalitions.

The grants are intended to "increase the capacity" of community-based organizations, provide for outreach to "under-represented communities," and foster partnerships between neighborhood associations and coalitions and other community organizations.

This may be the last year, at least for awhile, for the program. Now in its third year, it is designated "one-time funding" that is officially not part of a bureau's regular budget. Mayor-elect Sam Adams has said he will direct all city bureaus to submit budgets that are free of one-time funding, and "cut packages" showing ways to cut the bureau's regular budget by a total of five percent.

The Southwest neighborhood grants are as follows:

Bridlemile Neighborhood Association received \$350 to "invigorate the neighborhood association." Proposed strategies include "increasing the number of people coming to neighbor-

hood meetings," "allowing people who come to give structured information," and "creating a more welcoming atmosphere" for newcomers.

Southwest Watershed Resources Center received \$875 for equipment, including a portable canopy for outdoor events and a projector to allow visiting speakers to make presentations.

Neighborhood House received \$1829 for improvements to their Sustainable Garden Project. The money would be used to further develop the garden space, make it more accessible, plant more vegetables for the emergency food program, and use the garden for education for children and community organizing.

Southwest Trails Committee received \$725 to install a drinking fountain at the Raz-Baack Crossing. Southwest Community Health Center received \$511 to "promote exercise and community-building in Southwest Portland," and especially to involve "under-represented communities" in community walks and activities.

Far Southwest Neighborhood Association received \$500 for a neighborhood-wide picnic and ice cream social. Crestwood Neighborhood Association received \$1,000 to continue their "Dickinson at the Movies" program in Dickinson Park.

South Portland Neighborhood Association received \$2,000 to involve businesses in their Willamette Park concert series. Jackson Middle School received \$1500 for a Cultural Arts Day, with local artists and musicians.

Southwest Crime Prevention and

Public Safety Committee received \$2,000 for providing information to the parents of at-risk children, holding a Community Policing Reception, and holding the third annual Hoopin' It Up youth basketball camp.

Homestead Neighborhood Association received \$1538 for their Full Circle Plant Program to restore neighborhood park land. **Shomeri Teva of Congregation Neveh Shalom** received \$750 for Tu to You Bshareff, a program to install plantings on the side of a Fanno Creek tributary.

Multnomah Village Business Association received \$2,000 for a community mural at the Multnomah Arts Center.

South Burlingame Neighborhood Association received \$1775 to clean up a property at Southwest 12th Avenue and Spring Garden Road, and install a neighborhood sign.

Multnomah Historical Association received \$1050 to publish research on area historic homes, research and document the history of the business district, and provide signage for primary historic buildings and businesses. **Marshall Park Neighborhood Association** received \$1550 for a National Night Out celebration. Girl Scouts of Oregon and Southern Washington received \$300 for a garden project at Robert Gray Middle School.

Replacement of Fanno Creek sewer line scheduled to begin next summer

By Lee Perlman
The Southwest Portland Post

The Portland Bureau of Environmental Services has completed repairs to the Garden Home section of the Fanno Pressure Sewer Line, making repairs in 12 places, spokesperson Stephen Sykes told *The Post* last month.

Long-term plans call for replacement of the system. Despite public misgivings, the current system was built with plastic pipe in the year 2000, and began to fail in 2005 and 2006. BES now concedes the system has to be replaced rather than just repaired.

The work is scheduled to begin next summer.

In the meantime, the City has been sending its sewerage to Washington County's Durham Wastewater Treatment Plant via a 36-inch gravity sewer pipe. This system's capacity is adequate to the need during dry weather, but during extreme rains the combined flow could overload it.

To cover this contingency, BES has installed a pumping and screening system on Southwest 86th Avenue. If the "detour" system exceeds capacity, this backup would result in "highly diluted, partially treated wastewater" flowing into Fanno Creek.

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Ice Station Zebra

(Continued from Page 1)

from the sidewalks and storm drains and explained that snow plows and gravelers and de-icing equipment would NOT be clearing local streets.

Holiday plans had to be reorganized or postponed indefinitely. Retailers fretted. Garbage and recycling wasn't picked up. Mail service was spotty at best. Travelers spent days at the Portland International Airport because their flights had been canceled.

People dealt with the snow in different ways. Could your neighbor give you a ride to the grocery store? In Southwest Portland, kids headed over to the hill in Gabriel Park, next to the community center.

Or they went sledding on the hilly Dickinson Park. Many roads, especially side streets, had up to two feet of packed snow and ice. Again, great

for sledding. Not so good for other forms of travel.

So anyway, Christmas Day was when the snow started to melt. The next day, December 26, Anne and I finally made it into Multnomah Village in our little Subaru (with all-weather tires and all-wheel drive), after being snowed into our driveway for a week.

Staying off the freeways and ramps was the rule during the snowstorm. Even when it started to melt, arterials and highways were transformed into snow banks along the sides and slushy and icy ruts down the middle. Get out of the rut or try to turn and you were in trouble!

In the village, snow was piled up on the sides of the road, making parking very difficult. And walking in some places was darn near impossible. Road conditions were very icy and



A blizzard snow covers the core area of along Capitol Highway near 36th Avenue in Multnomah Village. (Photo courtesy of Brian Ackler)

slushy. Owner Steve Arel welcomed us into O'Connor's Restaurant for lunch, referring to the village as "Ice Station Zebra."

I found the mailbox, and scraped the ice off the stairway to my office. We made it inside, safely. Whew! But the excitement wasn't over. On our way over to Key Bank, we passed a TriMet bus which decided to turn on Troy Street and head down icy 36th Avenue. The bus slid on the ice and barreled into a blue Honda CRV. Luckily the car had been parked, wasn't badly damaged, and no one was injured. So on foot we slipped and slid our way through the village and over to the Multnomah Center where our car was parked.

Whew! Now that was quite an adventure for a town that never gets more than a dusting of snow during the holiday season. I never thought I'd be so glad to see the rain return!



Neighbors hustle through the snow along Southwest Capitol Highway near 34th Avenue, December 26. (Post photo by Don Snedecor)



Cars are buried in the snow along Southwest 52nd Avenue in Crestwood, December 21. (Post photo by Leslie Baird)



Neighbors on Southwest 52nd Street walking their dogs in the falling snow. (Post photo by Leslie Baird)



A pickup truck tries to make it down the hill on Southwest 36th Avenue at Troy Street, December 26. (Post photo by Don Snedecor)

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Oregonian history columnist 'wrong in every aspect' about Capitol Highway

By Don Snedecor
The Southwest Portland Post

OLD MULTNOMAH

In John Terry's history column, "First wagons easier to pin than the last," (The Oregonian, November 30, 2008) Tim Lyman wondered about Southwest Portland's Capitol Highway.

Lyman: "Seems to me that it was named Capitol Highway because it was the road that went to the Capitol (Salem)," he wrote. "Am I correct in this idea? I have also heard that portions of Capitol Highway were some of the first concrete roads in the USA."

According to Terry, Capitol Highway got its name from Capitol Hill, which, according to Eugene Snyder's "Portland Names and Neighborhoods," was "a small hill in southwest Portland developed with residential property. There was a 'Capitol Hill' subdivision in 1907." So far, so good.

But that doesn't explain Capitol Highway, and Snyder doesn't take us down that road. Other sources I checked are even less satisfactory. My guess is the subdivision developers wanted a name suggesting easy access to their tract and came up with the name to convince potential buyers that 1907 Hupmobiles could easily make the grade. Over time the thoroughfare grew to somewhat warrant its appellation.

As for its being the route to the state "Capitol," that doesn't fly because, at least for Portland's west side, that was Boones Ferry Road, which wound its way south to the Willamette crossing

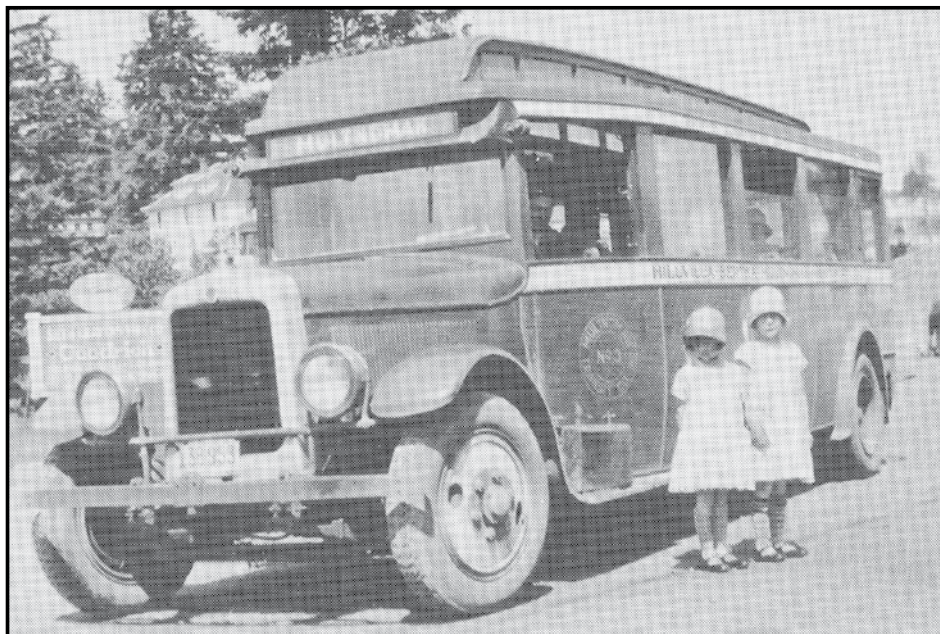
at Wilsonville and on to Salem and predates Capitol Highway by a good half-century.

I'm also somewhat doubtful Capitol Highway can lay claim to being among the first concrete-paved highways in the nation, but it's possible. This much is for sure, courtesy of the Portland Cement Association: "The first concrete highway constructed in the United States was a 24 mile (38.6 km) long, 9 ft (2.7m) wide, 5 in. (12.7 cm) thick strip of concrete pavement built near Pine Bluff, Arkansas, in 1913 -- five years after the introduction of the Model T Ford. By 1914, portland cement concrete had been used to pave 2,348 miles (3778 km) of roadway."

If Capitol Highway's builders used it, did that put it among that first year's 2,348 miles? Who knows? Before 1913 there was no Oregon Highway Commission, no state highways, and county road departments were notoriously lax in both construction and record keeping.

In a letter to John Terry, copied to The Post, Lyman replied: I don't know what your sources are, or if you even bothered to check any, but you are wrong in every respect about Capitol Highway. It was a highway, it did go the state capitol, and that's why it was named Capitol Highway.

Capitol Highway was a segment of the original Pacific Highway, predecessor to US99 and later I5, which was laid out in 1912-1913. Capitol Highway was purpose built



A jitney stops along Capitol Highway near Bertha Station circa 1930. (Post file photo)

for automobile traffic and was one of the first paved automobile highways in the country.

Paving started in 1914, Capitol Highway was completely paved by 1915 and the entire Pacific Highway from Canada to Mexico was completely paved by 1922. Boone's Ferry road did precede Capitol Highway, but it was never part of any highway system.

Attached are the frontispiece from the *State of Oregon First Annual Report of the Highway Engineer Period Ending November 30, 1914* and the page that references Capitol Highway as going to Salem.

Also attached are two pages from the *Automobile Blue Book of 1919, Vol. 9*. There is a map of roads around NW Oregon and a passage

outlining the route from Portland to Salem via the Capitol Highway. The Blue Book is not a government publication, but was considered to be the most authoritative source of road information in the early days of motoring.

A simple search "capitol highway" on Google books would have yielded you the same results. Even a simple search for "Capitol Highway" on Wikipedia would have yielded the correct answer.

The book *That ribbon of highway III: Highway 99 through the Pacific Northwest*, available at the Multnomah County Library also describes Capitol Highway. The Multnomah County Library also has a fine selection of early twentieth century Oregon road maps.

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EarthTalk™ From the Editors of E/ The Environmental Magazine

Dear EarthTalk: I've noticed that bamboo is very trendy right now, apparently—in part—for environmental reasons. Can you enlighten?
--Eric M., via e-mail

Bamboo has a long history of economic and cultural significance, primarily in East Asia and South East Asia where it has been used for centuries for everything from building material to food to medicine. There are some 1,000 different species of bamboo growing in very diverse climates throughout the world, including the southeastern United States.

Bamboo's environmental benefits arise largely out of its ability to grow quickly—in some cases three to four feet per day—without the need for fertilizers, pesticides or much water. Bamboo also spreads easily with little or no care.

In addition, a bamboo grove releases some 35 percent more oxygen into the air than a similar-sized stand of trees, and it matures (and can be replanted) within seven years (compared to 30-50 years for a stand of trees), helping to improve soil conditions and prevent erosion along the way.

Bamboo is so fast-growing that it can yield 20 times more timber than trees on the same area. Today, heightened consumer environmental awareness has given sales of bamboo flooring, clothing, building materials and other items a huge boost.

As an attractive and sturdy alternative to hardwood flooring, bamboo is tough to beat. According to Pacific Northwest green building supplier Ecohaus, bamboo—one of the firm's top selling flooring options—is harder, more moisture resistant and more stable than even oak hardwoods. Ecohaus carries both the EcoTimber and Teragren brands of bamboo, and ships worldwide.

Bamboo is also making waves in the clothing industry as an eco-chic and functional new fabric. Softer than cotton and with a texture more akin to silk or cashmere, bamboo clothes naturally draw moisture away from the skin, so it's great for hot weather or for sweaty workouts. It also dries in about half the time as cotton clothing.

Some critics point out that the process of converting bamboo to fabric can take a heavy environmental toll, with the most cost-effective and widespread method involving a harsh chemical-based hydrolysis-alkalization process followed by multi-phase bleaching.

The Green Guide counters, though, that bamboo still has a much lower environmental impact than pesticide-laden conventional cotton and petroleum-derived nylon and polyester fabrics. Consumers interested in trying out bamboo clothing should look for the Bamboosa and



Bamboo's environmental benefits are numerous in relation to wood and other resources, and today's heightened eco-awareness has given sales of bamboo flooring, clothing, building materials and other items a huge boost. Pictured is a new finished bamboo living room floor. (Photo library_chic, courtesy Flickr)

EcoDesignz labels, two of the leaders in the fast-growing sector of green fashion.

Bamboo is also making inroads into the paper industry, though there are fears that too fast a transition there would threaten ecologically diverse bamboo forests across Southeast Asia and elsewhere.

The Earth Island Institute, among other groups concerned about forest loss due to paper consumption, would instead like to see more re-

search into using agricultural waste to make paper instead of wood pulp or bamboo. Regardless, bamboo in all its forms might one day soon be one of the most important plants in the world.

CONTACTS: Ecohaus, www.ecohaus.com; The Green Guide, www.thegreenguide.com; Bamboosa, www.bamboosa.com; EcoDesignz, www.ecodesignz.com; Earth Island Institute, www.earthisland.org.

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Jacobsen proposes new 3-story building for vacant lot in Village

By Don Snedecor
The Southwest Portland Post

Once upon a time there was an auto repair shop in the heart of Multnomah Village. It prospered for many years until one fateful day in 1977 it burned down. The burn marks to the building next door remain to this day.

Since that time, more than 30 years have transpired and numerous proposals for the vacant lot have been batted around. But still the lot at 7837 SW Capitol Hwy remains.

Remember Eric Jacobsen's 4-story building proposal for the vacant lot between Capitol Highway and Troy Street in the heart of Multnomah Village? That was several years ago.

After battling the Multnomah Neighborhood Association, who opposed the mixed use building because of its height, and the Portland Design Commission, who allowed it with some modifications including façade changes and a landscaping requirement...but nothing ever happened.

Since then the neighborhood association has changed leadership, the permits have expired, and people in the village are still looking at a vacant lot with a wooden fence.

But all that may be about to change. Jacobsen is back (Tom Ewers of WPH Architecture is the designer) with a three-story version of his previous design. This version would have three stories facing

Capitol Highway and two stories facing Troy Street.

In his previous design, a penthouse office was planned for the 4th story. In this design, the penthouse is gone.

On the ground floor facing Capitol Highway, a retail space is created. On the second level (street level facing Troy Street) is one retail space and one residential space.

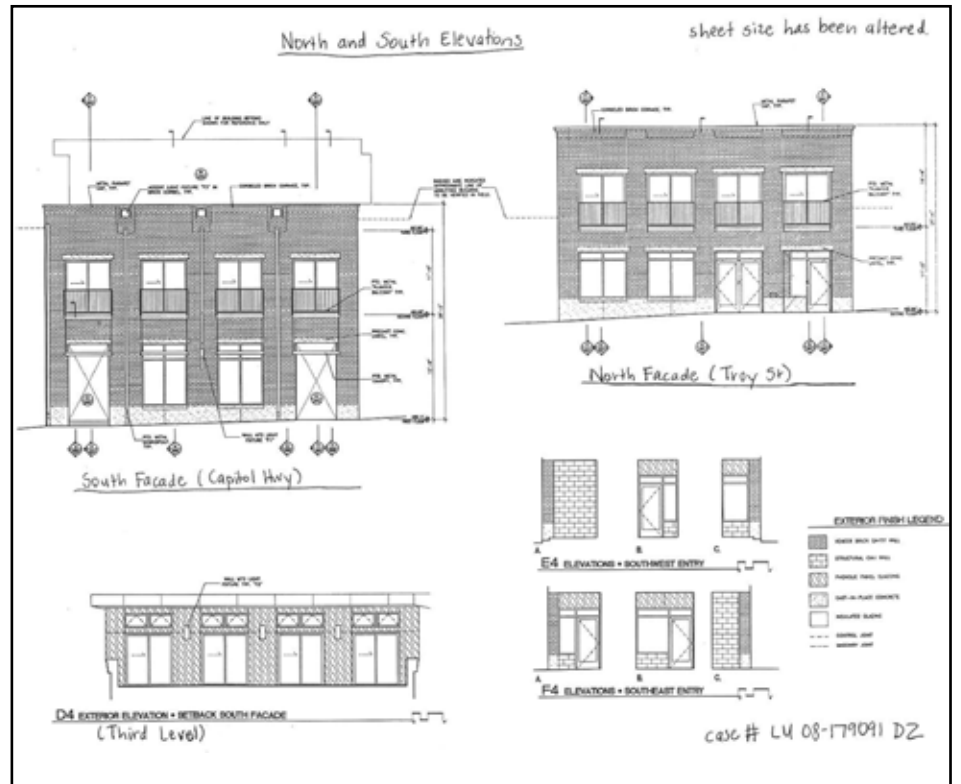
The third level facing Capitol Highway contains two more residential units. This floor is setback by about six feet, allowing for a terrace. On the roof are five mechanical units, ranging from 4-5 feet in height.

The proposed mixed-use building will be clad in brick on the Troy Street and Capitol Highway facades, with cement masonry units cladding the east and west walls.

The project is located in a design overlay zone. The project must meet the City of Portland's Community Design Standards or go through design review. Some of the applicable standards are not met in this plan, so design review is required.

The project has 3,000 square feet of commercial/retail space, 3,100 square feet of residential space, and 1,400 square feet of common space, for a total of 7,500 square feet of new construction.

Lacking a quorum at its last meeting, the Multnomah Neighborhood Association declined to take a position on this application, but encouraged individuals to comment.



Deadline for comments was December 29, but until a decision is announced I would go ahead and write your letter if you have any concerns about this project. According to Marcello, the city must publish their decision within 28 days of the application.

Comments should be addressed to Kate Marcello, Land Use Services, Bureau of Development Services, City of Portland, 1900 SW 4th Avenue, Suite 5000, Portland, OR 97201. E-mail kate.marcello@ci.portland.or.us. Or call 503-823-9162. Refer to case file number: LU 08-179091 DZ.

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Holiday Gala in Multnomah Village!



Sharon Rosburg discussed her pottery with Nikolas Ackerman at the Multnomah Arts Center Student-Teacher Pottery Show. (Post photo by Polina Olsen)



Brian Brogan (left) and Phil Lavine of Gypsy Jazz West entertained shoppers outside Switch Shoes. (Post photo by Polina Olsen)



Artists Carrie Sakai (left) and Tory Brokenshire chat as a shopper browses the Portland Art Collective's "Open Doors" art show and sale. (Post photo by Polina Olsen)



A carriage ride, courtesy of the Multnomah Village Business Association, outside Key Bank provided transportation back to the Multnomah Arts Center. (Post photo by Polina Olsen)

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Southwest trail to be named for Southern Pacific "Red Electric" interurbans

By Polina Olsen
The Southwest Portland Post



Ever wonder what people mean by the Red Electric Trail? Although stories about it routinely appear in local papers, the who, what, when and where remains hard to nail. The Southwest Portland Post turned to Don Baack, chair of Southwest Trails, for insight:

According to Baack, the trail's plan really started when his wife brought home a beautiful Golden Lab/Hungarian dog named Siskiyou. "She needed walking so I began to explore," Baack said. He couldn't find maps or easy ways to get around and started chatting with neighbors. Then in 1996, Baack and others founded the Southwest Trails Group which one year later joined with Southwest Neighborhoods, Inc.

"We worked with each neighborhood identifying where people wanted to walk," Baack said. Southwest Trails called their final product the spaghetti map. The city took the top seven suggestions from the spaghetti map and created the Urban Trails Plan. An early 1900s train route was among those selected.

According to *The Red Electrics* by Tom Dill and Walter R. Grande, the brightly colored red trains ran from

Portland to McMinnville. The west side route went through Portland's west hills to the Tualatin and Yamhill valleys. The east side line ran along the Willamette River to Oswego, and then onto Sherwood, Newberg and Lafayette.

Red Electrics offered fine service along with new technology. According to Dill and Grande: "It was the only major electric railroad converted from steam to electric interurban passenger use; one of the few systems with all-steel equipment, and one of the largest 1500-volt systems in the country."

While Southwest Trails researched six of the seven proposed trails now in the Urban Trails Plan, Portland Parks took over designing the Red Electric route. According to Baack, the city received funding for the study in 1999, started planning in 2005, and finished their report in 2007. Debate between the city, Southwest Trails and the neighborhood associations ultimately narrowed Red Electric Trail possibilities to three alternative routes.

"The one preferred by Southwest Trails, the Hillsdale Neighborhood Association, and the South Portland Neighborhood Association is the Barbur Boulevard/Slavin Road, Corbett Avenue, Gibbs pedestrian bridge route," Baack said. "We'll have a more desirable bike route. We won't have steep hills. We can bike downtown via the waterfront or Barbur Boulevard."

Although the public appears to have settled on a desired route, the Park Bureau investigation continues. And, funding for the Red Electric Trail is likewise undetermined. According to Baack, "it's impossible to say when



Don Baack and his dog Tasha hike on a trail near their home in Hillsdale. (Post photo by Polina Olsen)

trail construction will begin. Number one, we don't know if we're going to get the money and number two, we don't know when it will be available to spend."

"We don't have right of way for the whole trail," Baack added. The first stage will be in Hillsdale. "If we got federal dollars we could complete the connection from Bertha to Capitol Highway/Vermont Street. If we got additional funds to add bicycle lanes on the Barbur /Newbury Bridge, we could do everything from Southwest 33rd Street and Bertha to downtown.

We have a lot of people testifying for it -- the neighborhood associations, Southwest Trails, the Business Association -- lots of individuals. It scored quite well, so I'm optimistic."

For more information on the Red Electric Trail visit www.swtrails.org or www.portlandonline.com/parks. Enter "Red Electric Trail" in the search box.

For more information on the Red Electric Railroad read *The Red Electrics, Southern Pacific's Oregon Interurban* by Tom Dill & Walter R. Grande, ISBN 0-915713-28-4 or visit www.pdx-history.com/html/red_electrics.html.

<p>Ash Creek Woods</p>  <p>Better than new! Impeccable inside and out. 4 BR 2.5 BA. Gourmet kitchen w/ attached family room & eating area that opens to huge private deck designed for the best in outdoor living. Large master with remodeled bath. \$697,000</p>	<p>Vermont Hills</p>  <p>Solid brick home on beautiful private .42 acre lot. First time on the market in decades. 2 big brick fireplaces, hardwood floors & character. Updates will go a long ways here. Great lot with tons of space and outdoor fireplace for entertaining. \$519,900</p>	<p>Multnomah Village</p>  <p>Gorgeous craftsman style home in the heart of the Village. 4 BR 2.5 BA Impeccably maintained w/ gleaming hardwood floors. Finished 300 sqft above detached garage that's perfect for office / studio. Professionally landscaped garden in private backyard. Perfect place to unwind after a long day. \$469,500</p>	<p>Garden Home</p>  <p>This large home has it all! Kitchen w/ granite counters & eating area. Light & bright living room w/ floor to ceiling fireplace w/ woodstove. Large loft style family room w/ full bath & bedroom. Daylight basement w/ family room, theater room, kitchenette, 2nd laundry & bedroom. Large deck off kitchen. \$424,500</p>	<p>Hillsdale</p>  <p>First time on the market! Custom built in 1956. 4 bedrooms & 2 fireplaces, family room & workshop. Vaulted ceilings and hardwoods. Beautiful lot with SW views. Great location in Hillsdale. \$399,900</p>
<p>West Hills</p>  <p>One of a kind, nothing like it! Architect designed & built. 2BR, 1BA w/ hardwood floors. Surrounded w/ glass windows overlooking valley. Additional 2 level guest house w/ 430 sqft. \$397,500</p>	<p>Multnomah Village</p>  <p>View of the coast range! 3 BR, 2 BA home. 1,652 sqft. Light & bright living room w/ woodstove & slider to large deck. 2 kitchens & oak floors. View & private deck from master bedroom. Driveway & garage below. \$359,000</p>	<p>Multnomah Village</p>  <p>Cozy Bungalow located in Multnomah Village. Living room w/ hardwood floors, fireplace and view. Master bedroom upstairs w/ full bath. Unfinished basement. Great yard & located on a large .21 acre lot. \$349,000</p>	<p>Hillsdale</p>  <p>Hillsdale's best Rowhouse. Large slate entry way into this light & bright end unit. Hardwood floors, tile counters & gas fireplace. Wonderful eating area surrounded by windows with door to covered deck. 2 master suites. Quiet location next to Hillsdale. Oversized single garage with loads of extra room. \$309,500</p>	<p>Sylvania</p>  <p>Total seclusion! 4BR 2BA. Living room w/ gas fireplace overlooks the huge level backyard. Vaulted ceilings, skylights & open kitchen with lots of light. Large deck for entertaining off dining room. Conveniently located by PCC Sylvania campus. Excellent value! \$295,000</p>
<p>Multnomah Village</p>  <p>Wonderful cottage in the heart of Multnomah Village. 2 bedrooms, 1 bath w/ finished 200 sqft bonus room in basement. Hardwoods under carpets & woodstove. Cute picket fence, garden and garden shed. \$235,000</p>	<p>West Hills</p>  <p>West Hills best value! Charming 1925 bungalow with valley view. 2BR 1BA. Located on quiet street nestled below Council Crest area. Clean & tidy home that you must see. \$225,000</p>	<p>Multnomah</p>  <p>The original model unit! One owner. Level entry to your one level hideaway. Very clean 1 bedroom condo. Sliders to your nice quiet patio overlooking private wooded nature setting. Located just blocks to Multnomah Village. \$114,500</p>	<div style="text-align: center;"> <h2>Parker Realty, Inc.</h2> <p>503.977.1888 www.parkerrealtyportland.com 7830 SW 35th Ave</p>  <p><i>Jeff Parker</i> Your neighborhood Realtor Since 1980</p> </div>	

Happy New Year from all of us at Parker Realty