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# The Southwest Portland Post

Volume No. 24 Issue No. 3

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Portland, Oregon

Complimentary

January 2016

## December storms bring flooding, landslides, record rainfall to Southwest Portland

By Jack Rubinger  
*The Southwest Portland Post*

If you think the weather has been particularly wet and wicked this December, you're not imagining things. At the height of the storms, 25 roads were closed in Portland.

Relentless rains hit Southwest Portland hard for the first half of December causing severe flooding, bus delays, and damage to homes. At press time, sandbags and sand were available at Gabriel Park (Southwest 42nd and Vermont Street).

According to Dylan Rivera, Portland Bureau of Transportation, there were reports of more than three inches of rain in one 24-hour period. "We typically get about five inches of rain during the whole month of December," said Rivera.

"The 24-hour road hazards hotline took more than 500 phone calls for 3 days," said Rivera. "We normally field about 80 calls a day this time of year, but with the bad weather, we addressed roadway hazards, flooded roadways,

backed up storm drains, damaged traffic signals, landslides and downed trees."

Rivera's staff fields calls at 503-823-1700, which is staffed 24/7/365 with live dispatchers.

"The latest storms provided a one/two punch. First, the intense wind ripped off shingles from our roof, and next – the heavy rains have managed to take advantage of the first storm – to cause some leaks we have to get repaired," said Mark Paul of AutoAp in Beaverton.

While there fortunately were no storm related fatalities or injuries in the city, Southwest Portland at the time of this article had two of the three remaining road closures. Southwest Montgomery Street from Vista Street to 14th Avenue was closed due to a landslide that took out a 25-foot section of the shoulder.

"Want to come to my backyard, where the wind and rain blew down an entire section of fence, breaking posts out of the concrete?" asked Barb Anderman, who lives at the crossroads

*(Continued on Page 3)*



A tree lands on a car and takes down a power pole at Southwest 28th Avenue and Custer Street. This photograph was taken the morning of Dec. 9. (Photo courtesy of Gregory Quick)

## School district faces overcrowding; boundary issues discussed at forum

By Erik Vidstrand  
*The Southwest Portland Post*

If one watches Portland Public Schools' video *Growing Great Schools*, one gets the impression that many schools in Portland are not adequate for the projected

increase of student enrollment in the coming decade.

The district is expecting 5,000 more students by the year 2025 and needs to come up with a plan to address the enrollment increase. Many schools are overcrowded and require more teachers to provide academic programs. Some schools are building portables and others are cramming people in spaces not conducive to learning.

But many people, especially parents, are skeptical at yet another set of changes proposed for schools across the district.

On Nov. 23, Portland Public Schools officials came to Markham Elementary School for a community forum to discuss these proposals with approximately 75 parents, teachers, students, and most surprisingly, people without children in the school system at all.

Some schools are under-enrolled and need extra funding to offer core academic programs which limit the range of electives

available.

Portland Public Schools has proposed changes in some kindergarten through 8th grade schools. Some are drawing boundary lines around neighborhoods.

"This analysis," said Judy Brennan, Enrollment Director for PPS, "is not a measurement of which schools are not doing well, nor will every school experience a change. It's just a snapshot of the current conditions and allows for a discussion about possible improvements."

A 26-person committee called the District-wide Boundary Review Advisory Committee was established with parents, PTA members, administrators, and community leaders to review all comments and submit a recommendation to PPS Superintendent Carol Smith by mid-January.

Testimony after testimony pleaded with school administrators to leave the system alone. One of the schools most impacted by the plan is Bridlemile Elementary School, a kindergarten through 5th grade school built in the 1950s north of Beaverton-Hillsdale Highway.

The district has proposed that all Bridlemile students that live north of Patton Road will attend West Sylvan Middle school and then go onto Lincoln High School.

"This has been the way it has always been for nearly 30 years," commented Brad Nelson, a Bridlemile Elementary School parent of two. Nelson, who is part of the Bridlemile Foundation,

took time recently at the annual Christmas tree and pancake event to speak to *The Post*.

"The plan call for students who live south of Patton [Road]," Nelson explained, "to attend Robert Gray [Middle School], and then go on to Wilson High School."

"PPS has even said that in five years," he continued, "Lincoln [High School] enrollment will be at about 1,200 and Wilson [High School] to over 1,800."

"We proposed a voluntary dual assignment where the families decide where their child goes onto secondary school."

It's called a forced split and parents and students alike are upset at breaking up friendships forged in the early years. Sarah Beagle, another Bridlemile parent said that this forced split will cause more problems, not due to academic changes, but with relationships.

"These friends will be split up with different paths to different schools, maybe to never interact again," she said. "You must investigate other options."

Hazel, a fourth-grader at Bridlemile, bravely stood up in front of the imposing crowd reading from her speech about leaving the boundaries alone.

Other changes include moving the Odyssey program from Hayhurst to East Sylvan, building more portables at Capitol Hill, and not reopening Smith Elementary School [in Ashcreek] any time soon.

Scott Anthony, a D-BRAC member, was on hand at Markham to just listen.

*(Continued on Page 3)*



Bridlemile Elementary School Foundation member Brad Nelson and his fourth-grader Chloe stop to get warm at the annual Bridlemile pancake breakfast and Christmas tree sale. Their school could be impacted by upcoming boundary decisions. (Post photo by Erik Vidstrand)



# Suspect arrested after series of armed robberies in Southwest and Southeast Portland

## POLICE BLOTTER

By Don Snedecor  
The Southwest Portland Post

In the evening hours of Monday, Dec. 14 Portland Police Central Precinct officers responded to several reports of a person armed with a shotgun. In one incident it was reported that the suspect fired shots at a downtown business but did not injure anyone.

Armed robberies were reported in Southwest and Southeast Portland before a person believed to be the suspect was taken into custody after the last robbery at the Milwaukie Market, located at 4401 SE Milwaukie Ave. The person was located by a Portland Police Canine Unit officer in the area of the robbery.

The suspect arrested in the Dec.14 armed robbery crime spree has been identified as 26-year-old Patrick Miles Gazeley-Romney of Southwest Portland. Gazeley-Romney was booked into the Multnomah County Jail on charges of Robbery in the First Degree (four counts).

Gazeley-Romney will face additional charges in Multnomah County and Washington County after the cases are reviewed by

Grand Juries. At press time, he was scheduled to be arraigned on Dec.16 in Multnomah County Court.

The investigation started on the evening of Dec. 14 at 9:24 p.m., when Central Precinct officers responded to Chico's, located at 2405 W. Burnside St. on the report of gunshots fired into the business. Officers arrived in the area and located evidence that a shotgun had been fired into the business. Nobody was injured in the business and the suspect quickly left the area.

As officers were investigating that incident, a resident near Southwest Vista Avenue and Market Street Drive, not far from the first call, reported a burglar armed with a shotgun. Multiple officers, including Police Canine Units, responded to the area and searched for the suspect but did not locate him. Nobody was injured in the burglary and no shots were fired.

At 9:15 p.m., the Beaverton Police Department responded to an armed robbery in the 8200 block of Southwest Beaverton-Hillsdale Highway. The suspect, armed with a shotgun, robbed a victim of cash and his wallet after the victim got money from an automated teller machine.

At 10:28 p.m., Central Precinct officers responded to the report of

a traffic crash in the 6300 block of Southwest Capitol Highway but quickly learned that one of the drivers involved in the crash had been speeding away from a man armed with a shotgun trying to rob her.

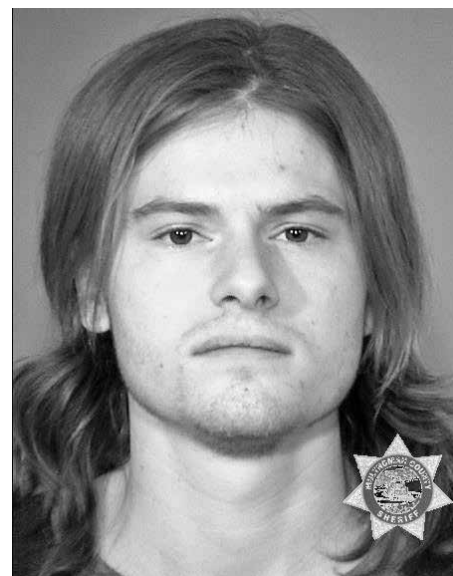
At 10:35 p.m., the Swan Mart, located at 4440 SW Barbur Blvd, reported that they were robbed by a man with a shotgun.

At 10:59 p.m., the Milwaukie Market, located at 4401 SE Milwaukie Blvd, reported that they were robbed by a man with a shotgun.

Officers were in the area of the final robbery and at 11:06 p.m., a Canine Unit officer, who had viewed surveillance video of the suspect in an earlier robbery, saw a man matching the suspect's description in the area and took him into custody without incident.

Officers searching the neighborhood located a vehicle believed to be used by the suspect during the crime spree. During a search of the vehicle, robbery detectives located additional evidence linking the suspect to the robbery spree, including a shotgun.

This investigation was a joint operation with Portland Police Bureau's Central Precinct, Canine Unit, Robbery Detail detectives, and the Beaverton Police Department.



Patrick Miles Gazeley-Romney  
(Multnomah County Sheriff photo)

**The Post welcomes reader response.**  
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**The Southwest Portland Post**



# Metro staff to report on alternative connection options to PCC Sylvania

## SOUTHWEST CORRIDOR

By Erik Vidstrand  
The Southwest Portland Post

Important decisions are going to be made in the coming weeks and months about the Southwest Corridor Plan. One of the biggest ones will be whether there will be a bus rapid transit system or a light rail line.

This month, Metro staff will report on the latest progress analyzing alternative connection options to Portland Community College Sylvania and issue recommendations on mode and a light rail tunnel alignment to the campus.

In October, project staff released a memo related to high capacity transit alignment options in the area along Barbur Boulevard and Interstate 5 between South Portland and the Portland/Tigard city limits.

Staff focused on location of stations, budget, travel time, and reliability. The report also looked at which intersections would be impacted, not only for vehicles, but also to properties, parking, and engineering complexity.

Metro project coordinator Noelle Dobson said that staff proposed one modification to the "Central Barbur" alignment. Under consideration is the recommendation to remove the segment of the adjacent to Interstate 5 alignment north of 13th Avenue at Capitol Highway. No stations are

proposed for this area.

"This segment provides little to no benefit over the Barbur alignment," Dobson said. "The main advantage of running adjacent to I-5 in this segment would be avoiding the traffic bottleneck at Terwilliger Boulevard."

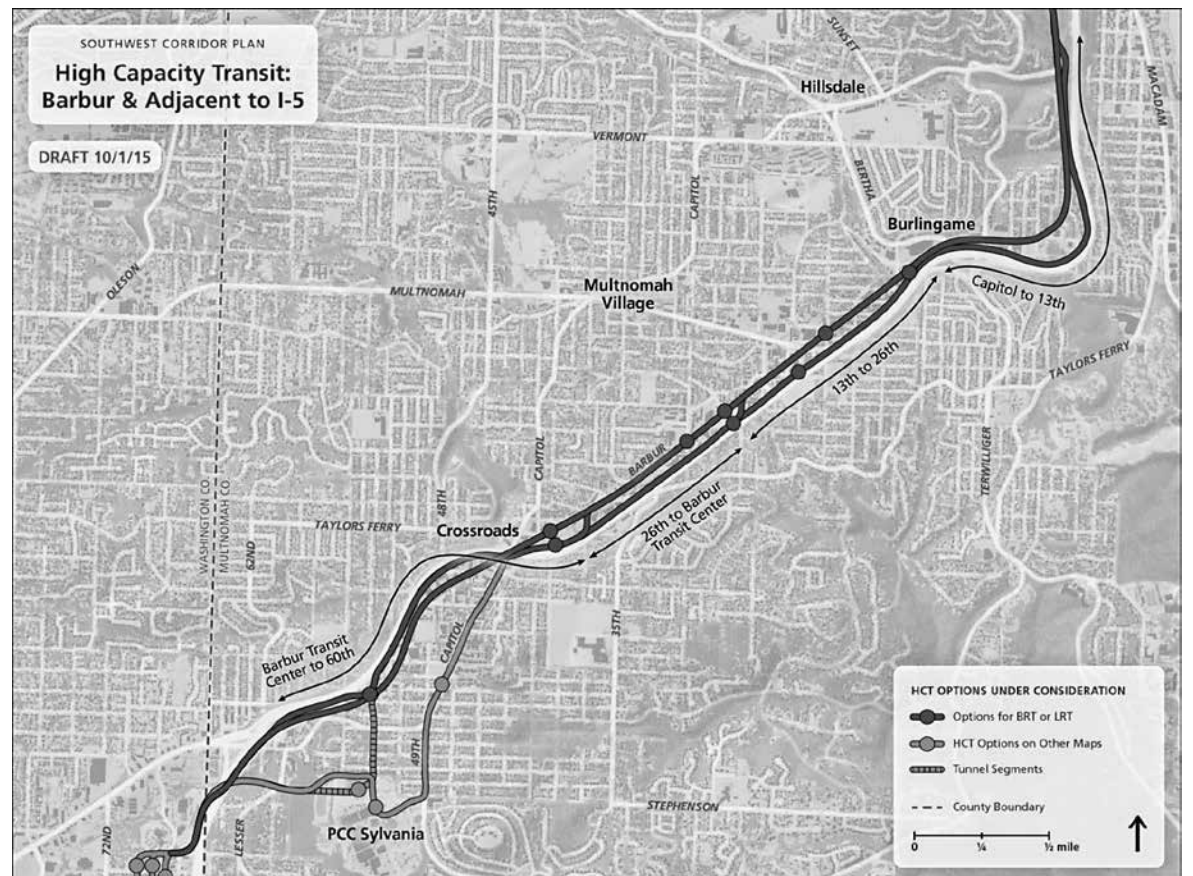
The Barbur Boulevard alignment north of 13th Avenue could be either center-running along Barbur Boulevard or on a structure adjacent to the highway.

Project staff recommended further study of the Interstate 5 segments south of 13th Avenue.

These alignments will require more detailed analysis that will be performed as part of the Draft Environment Impact Statement.

For an adjacent Interstate 5 alignment in this segment, buses would depart from Barbur Boulevard just north of Capitol Highway and run along the northwest side of Interstate 5 to 13th Avenue.

For a Barbur Boulevard alignment



in this segment, high capacity transit would be center-running. For an adjacent route to the Interstate 5 alignment in this segment, high capacity buses could either continue running adjacent to Interstate 5 from Capitol Highway or depart from Barbur Boulevard at 13th Avenue and then run along the northwest side of Interstate 5 to 26th Way.

Two stations are currently under consideration around 13th and 19th avenues for a Barbur Boulevard alignment. Stations are proposed for 13th Avenue and Spring Garden Street adjacent to the Interstate 5 alignment.

To the south, the route could cross over the Crossroads intersection (Barbur Boulevard/Interstate 5/Capitol Highway/Taylor's Ferry Road) and continue running adjacent to Interstate 5, drop into the center of Barbur Boulevard from a structure

over the Crossroads, or turn south onto Capitol Highway to serve the PCC Sylvania campus directly with bus rapid transit.

In addition to Barbur Transit Center, a station could be located at either 26th or 30th avenues. Two stations are currently under consideration in this segment, at Barbur Transit Center and around 53rd Avenue.

"Project staff will share feedback regarding these recommendations to the steering committee at the January meeting," reported Dobson. "A final report documenting the steering committee actions will be produced."

On Feb. 29, the committee will deliberate on a light rail tunnel to PCC Sylvania and discuss funding strategy for bicycle, pedestrian, and roadway projects. These decisions will constitute the draft preferred package for the Southwest Corridor Plan.

## December Storms

(Continued from Page 1)

of Terwilliger Boulevard and Taylor's Ferry Road.

Southwest Hamilton Street, near 39th Avenue, was closed due to a sink hole that compromised the roadway and drainage issues and a replaced pipe under the roadway. The city had crews working around the clock.

*Editor's Note: Southwest Sam Jackson Park Road, the main route up to OHSU, was closed Dec. 18 due to landslides.*

Timothy Lee lives directly downstream from where the city redirected all the water on Southwest 26th Avenue and Barbur Boulevard.

Due to the redirection, Tryon Creek is now a river. It has flooded his basement, ruined his new furnace and shut off power for several days. Lee gets hit by flooding two to three times a year. He thinks this winter is way wetter than past winters.

"The city spent millions of dollars on 26th and Barbur, but they didn't conduct a test flow. They added channels, but now the creek cannot handle the amount of flow," said Lee. "It's never been this bad."

## Bridlemile Boundary Issues

(Continued from Page 1)

"Our role is to look at all the data, comments, and testimony," Anthony said at the end of the session. "All we can do is present our recommendations to the superintendent by mid-January."

Superintendent Smith's decision will then go to the school board by February. Some changes could happen as early as fall 2016. For more information, please visit <http://www.pps.k12.or.us/departments/enrollment-transfer/9522.htm>

## Tryon-Stephens Plan

(Continued from Page 6)

The environmental services bureau is currently implementing Phase 1 of the Stephens Creek Stormwater System Plan recommendations. These include repairing areas along Southwest Taylor's Ferry Road that discharge water to a tributary of Stephens Creek.

Phases 2 and 3 of this stormwater system are not yet funded but will be implemented in the future. Phase 2 projects include more stormwater detention and Phase 3 includes stream enhancement and daylighting in the upper part of Stephens Creek.

Conducting stormwater system alternatives along Capitol Highway are part of a BES project that is moving forward independent of the Tryon-Stephens Plan project. All these stormwater projects need to be completed before road improvements can take place.

The city council unanimously voted to adopt the resolutions. Commissioners Steve Novick [transportation] and Nick Fish [environmental services], whose bureaus have been involved jointly, praised the Tryon-Stephens Plan team for their outreach which began at the Southwest Sunday Parkways in September 2014.

"We are committed to minimizing impacts," Fish said. "We are sensitive to the terrain and are advancing new techniques in stormwater control." Novick said the transportation bureau would continually engage the community every part of the way.

According to Denver Igarta, transportation bureau staff, the plan included a list of near term actions on the last page of the report – Appendix E, p. 83. The link is located at <http://www.portlandoregon.gov/Transportation/article/547413>

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# Sears Shelter is nice, dry, safe place for a homeless person to come home to

By Jack Rubinger  
The Southwest Portland Post

Celeste Duvall has only kind words for a woman recovering from



Debbie Wright appreciates the safety of the Sears Shelter on an early December evening. (Post photo by Jack Rubinger)

pneumonia. It's a blustery, rainy night in December at the Sears Shelter on Multnomah Boulevard in Southwest Portland.

In addition to being the manager of the newly opened shelter, Duvall led the media on a tour of the facility and introduced us to several folks including Roma Peyser and Stacy Borke of Transition Projects.

The facility which Mayor Charlie Hales and wife Nancy Hales launched on Thanksgiving Day will provide a nice dry safe place to come home to for Portland's homeless population — for six months. After that, the building transitions into an emergency response center for the west side.

"Is this your first time here?" asked a volunteer. The drill is pretty simple. People arrive at 6:45 p.m., they sign some paperwork, they can get a cup hot chocolate, coffee, tea, and a cup of soup, then they settle in for the night. There are board games, art supplies, clean sleeping quarters, good food, and room for companion pets.

The Sears Shelter

opened following Mayor Hales' and City Council's declaration of a State of Emergency in Affordable Housing and Homelessness on Oct. 7.

In less than two months, partners made arrangements with the federal government, service providers, transportation providers, and neighborhood residents to provide shelter just as nights began to dip below freezing.

Transition Projects, the city's largest emergency shelter provider, is operating the Sears Shelter which is open 7 p.m. to 7 a.m. daily.

The city has contracted with a shuttle service to provide transportation for the first two weeks of shelter operations, and then Ride Connection for the remaining five-and-a-half months. With the nearest bus line a half-mile away, the city is providing guests with transportation to and from the Sears Shelter.

"It's a gift to show them there's hope," said Duvall. "Too many don't see them as humans." As manager of this new shelter, Duvall and her team have been working 16 hours a day to help many of the men and women who are victims of sexual assault and other forms of violence. "Living on the street is traumatic," she said.

There are several rooms in different sizes. Red cushioned sleeping mats and blue tape mark out areas for each individual to sleep and room to store belongings. It is pretty basic, but it's clean and well-organized.

"We need more resources like mental health services, employment services, and medical services. The mayor and the city stepped up and did the right thing by turning an armory into a shelter," said Duvall.

With her Christmas sweater and a mini-wreath around her head, 60-year-old Debbie Wright looked appropriately festive for the season, but Wright has some serious setbacks. She lost her apartment because of noise issues and she suffers from

fibromyalgia.

Wright is trying to get a new place to live, but until then the shelter is home. She tears up quickly but recovers when she recalls the mayor blowing her a kiss when the Sears Shelter opened.

Scott Rice provided the first sack lunches during the second week, as well as the first hot meal to the shelter on Sunday and considers himself the food guy. He's been a community volunteer for more than eight years feeding the homeless.

"There's food everywhere," he said. "Nobody lets something go to waste. Everybody shares in this town. We feed people gourmet food, but we won't house them. That's our problem."

Another good thing? Four women from the shelter recently found jobs. They rely on TriMet for transportation, but at least they can leave their property at the shelter. It's awkward to bring two suitcases to work every day.



Currently, the shelter averages 35 women a night and the facility is still getting known. "When people are out in the streets they're in survival mode," explained Duvall. "Then they can focus on jobs and the next steps into their lives."

Unfortunately, homelessness is not just a downtown Portland issue. People are living under underpasses and people are migrating. They're wondering what's tonight going to bring?


This shelter features different size rooms because some don't like big crowds. Duvall described a family unit...mother, daughter, niece, and "street" family.

As more people continued to flow in past 7 p.m., I noticed one particularly well-groomed woman who looked like she'd just gotten off work from a downtown office. While I didn't get a chance to talk to her, I wondered about her story.

"We misjudge people on the streets," explained Rice. "We need to recognize humanity."

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## COMMUNITY LIFE

By KC Cowan  
The Southwest Portland Post

**7 Spring Garden Park:** Come give your opinion on the design for the new Spring Garden Park on Thursday, Jan. 7 at 6:30 p.m. at the Multnomah Arts Center, 7688 SW Capitol Hwy. in Room 30. Refreshments and childcare provided. For more information, contact Hun Taing at 503-825-5596.

**Trail work party:** Join the Thursday, Jan. 7 work party to improve the George Himes Park trail. They'll replace degraded stairs, trail armoring, and install grade dips. Meet at 9 a.m. at Southwest Iowa Street, one block west of Corbett Avenue. Any questions? Call Dave Manville at 503-753-8186.

**9 Take a hike:** Start off your New Year's resolution to exercise on the right foot. Join the SW Urban Trails walk on Saturday, Jan. 9 as a guide takes you on a 5.8 mile walk through Multnomah Village and beyond. Meet behind the bleachers at Wilson High School (Southwest Sunset Boulevard and Capitol Highway) and be ready to go at 9 a.m. Bring a snack and water and dress for the weather. Well-behaved and leashed dogs are allowed. For more information, contact Sharon Fekety, [fekety@hevanet.com](mailto:fekety@hevanet.com), or visit [www.swtrails.org](http://www.swtrails.org).

**15 Family Clay Night** is a great chance to bond with your family over clay. No pre-registration

needed, just come to the Multnomah Arts Center, 7688 SW Capitol Hwy. on Fridays, Jan. 15, 22 and 29 at 6 p.m. and get creative! Cost is \$20 a session per adult/child pair and \$10 for each additional family member.

**16 Dyslexia 101:** Do you, or someone you know struggle with Dyslexia? It affects up to 20 percent of the population. Come to the Hillsdale Library, 1525 SW Sunset Blvd. on Saturday, Jan. 16 at 2 p.m. to learn the warning signs, causes and treatment available to help. Registration required. Register online, in the library, or by calling 503-988-5234.

**19 The Jewish Frontier:** Come to a special screening of OPB's "Oregon Experience: The Jewish Frontier" at the Mittleman Jewish Community Center, 6651 SW Capitol Hwy. on Tuesday, Jan. 19 at 7 p.m. Learn how Jewish pioneers were among the earliest settlers in the Northwest. Free and open to the community. "The Jewish Frontier" airs on KOPB-TV on Jan. 25 at 9 p.m. For more information call 503-244-0111 or email [mjcc@oregonjcc.org](mailto:mjcc@oregonjcc.org).

**Seismic retrofitting:** Learn the basics of how to retrofit your home to withstand earthquakes and be ready for the Big One. This event takes place Tuesday, Jan. 19, 6-8 p.m. at Capitol Hill Library, 10723 SW Capitol Hwy. Topics will include the goal of a seismic retrofit, basic load calculations, earthquake insurance, permits, tools and more. Registration required. Register online,

in the library or by calling 503-988-5234.

**26 Garden Home writers:** The Garden Home Community Library, is starting a new writers group. Members will decide the focus of the group and what activities it will participate in. Come to the first meeting on Tuesday, Jan. 26 at 6:30 p.m. at the library, 7306 SW Oleson Road. For more information call 503-245-9932.

**31 Four centuries of guitar:** Hear a performance of guitar styles spanning the 1600s to the 21st century. Steve Adams incorporates fingerstyle and plectrum technique showcasing works from the Renaissance, Baroque, classical, jazz, loops, and beyond. Hear him perform on Sunday, Jan. 31 at 2 p.m. at the Hillsdale Library, 1525 SW Sunset Blvd. Free. For more information call 503-988-5388.



Erika Bartlett's show, "Pneuma," is a series of 28 digital images of clouds cropped, repeated, then printed on transparency film. The film is adhered to acrylic sheets, allowing light to shine through. It is on display through the month of January at the Multnomah Arts Center Gallery.

### Comprehensive Plan

(Continued from Page 6)

letters were sent, almost 1,800 signing petitions gathered, and 700 written comments submitted in the last several months.

"No center more than three stories and certainly no canyon effects," said Stewart Rounds who lives near the proposed 75-unit apartment building across from the Multnomah Arts Center.

With some time left over at the end, Fritz allowed additional time

for six striking photos of the "canyon effect:" large towers of buildings overshadowing the old bungalow or Victorian home, blocking sunlight and overlooking backyards without regards to privacy.

The crowd of yellow-shirted activists filed out one by one. They will have to wait until the city council votes on the plan sometime this year.

The draft 2015 Portland Comprehensive Plan can be located online at <http://www.portlandoregon.gov/bps/57352>.



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# Comprehensive plan hearings get earful from Multnomah Village activists

By Erik Vidstrand  
The Southwest Portland Post

By now, all the hearings for the Comprehensive Plan are complete. Citizens from the Multnomah Neighborhood Association, however, fear their comments will not be taken seriously.

At a Nov. 19 hearing of the Portland City Council, 10 Multnomah members voiced their concerns about developing their Streetcar Era village into another Southeast Division Street or North Mississippi Avenue.

Wearing lemon yellow t-shirts, the group drew the attention of other reporters. It was also quoted by MNA chair Carol McCarthy, that by far their contingency was the largest.

The city council remained silent most of the testimony but asked citizens from other neighborhoods for exact addresses and issues.

"I thought Jean-Claude Paris' testimony was amazing," McCarthy said later to *The Post*.

In his strong, French accent, Paris, a retired international banker, expressed that many villages in France have retained their quaintness while addressing growth. He even brought up Greenwich Village in New York City and the French Quarter in New Orleans.

Alan Kirkland, followed and spoke of little towns around Oregon. He said there is growth in places like Coos Bay, Newport, and Astoria, but where the "old town" is retained, tourists flock to it.

Jan Mawson's testimony demonstrated that the Portland Bureau of Planning at one time advocated for preserving Multnomah Village.

In a 1978 report prepared by the Portland Historic Landmarks Commission and the Portland Bureau of Planning titled "An inventory of Historic Resources Potential Historic Conservation Districts," the

author Al Staehli notes that Multnomah's unique history and architecture make it worthy of saving.

"Preservation of this nucleus as the community's center is important as an alternative to regional shopping centers," wrote Staehli.

The draft 2035 Comprehensive Plan also includes a two-pronged strategy to address housing affordability. First, to increase housing supply for all income levels. And second, to increase the supply of permanently affordable housing.

Not many people testified on this point as much of the testimony focused on zoning changes.

McCarthy, as did others, pleaded that the village retain its corridor and

not become a center full of four-five story buildings.

A second hearing was held on Dec. 3 at the Mittleman Jewish Community Center. With Hales in France and Saltzman missing, Commissioner Amanda Fritz led the hearings with additional testimony. Many were the same people that were at



Activists listen to testimony at a City Council hearing in December at Mittleman Jewish Community Center. (Post photo by Erik Vidstrand)

the previous one.

The yellow-shirted activists continued their verbal march stating that over 400  
(Continued on Page 5)

## What's next for the Tryon-Stephens Creek Headwaters Plan?

By Erik Vidstrand  
The Southwest Portland Post

It's been a couple of months since the Portland City Council approved the resolution to adopt the Tryon-Stephens



Marianne Fitzgerald (in black sweater), of Ashcreek, contemplates all the street options at a Tryon-Stephens planning session early last year. (Post photo by Erik Vidstrand)

Creek Headwaters Plan to improve local streets and stormwater drainage in the area. *The Post* has been following the project at different intervals since the beginning.

The Portland bureau of environmental services and transportation developed a mutual relationship to coordinate improvements bound by Taylors Ferry Road, Barbur Boulevard, and Capitol Highway.

Community forums, surveys, outreach, and environmental studies over the last year have come up with recommendations for improvements for traffic, walking, and water runoff.

At the Nov. 4 city council meeting, Mayor Hales introduced the project.

"The Tryon-Stephens Plan is the product of innovative cross-bureau collaboration, which will plan the future street and stormwater system completion.

"Ongoing coordination amongst partners and engagement of neighborhood

stakeholders will need to continue through the implementation of the plan."

The recommendations address the unique challenges and opportunities within the study area by taking a coordinated approach to addressing gaps in both street connectivity and the stormwater system.

The transportation bureau is preparing to initiate a planning process, Southwest In Motion, which will identify a five-year active transportation implementation strategy for all of Southwest Portland.

It will incorporate several projects identified in plans, including the Transportation System Plan, Portland Bicycle Plan for 2030 and the Barbur Concept Plan.

Once adopted, the SWIM strategy will prioritize investments in pedestrian, bicycle, and access to transit projects over the coming years. When citizens were surveyed for what street needed the most attention, Capitol Highway by far received the most votes.  
(Continued on Page 3)

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# Le Meitour fights City Hall for permits to reopen his boutique mall

## THE COUNTRY STORE

By Erik Vidstrand  
The Southwest Portland Post

The city of Portland has prevented the Multnomah Village French Quarter from fully operating for almost a year now. At stake is the future of an eclectic, international market complete with an old New Orleans street feel.

Several ethnic food carts, gift shops, a fresh farm stand, a wood-fired pizzeria, and an estate sale gallery make up the boutique mall created by Yves Le Meitour.

But delay after delay has confronted the local entrepreneur from taking his dream to reality.

According to Le Meitour, the city has denied him permits due to change of use requirements and will not let business proceed inside the building until demands are met.

"We have followed the city's instructions," said Le Meitour in his cluttered office of old paintings, masks, and religious objects. "I have paid the fees and satisfied their requirements. Each time the city has come back with entirely new objections."

The latest issue is a claim that the building will have an impact on parking and traffic flow. At the same time, many new businesses in the area have been allowed to open without providing any additional parking, and in some instances, without providing any parking at all.

"It appears we are being held to a different standard by the city than the rest of the business community in the Village and even Portland," he remarked.

For now, a petition has surfaced on social media. So far almost 700 people have signed it to support Le Meitour. He has also hired a lawyer and says he will go all the way to the Supreme Court if he has to.

When Keith's Automotive Center closed three years ago, at the intersection of Southwest 35th Avenue and Multnomah Boulevard, Le Meitour decided to buy the building.

While he organized his ideas about a place where people could gather and eat, he rented it out to Lounge Lizard,

a retro furniture gallery, who needed a temporary warehouse for its location on Hawthorne Boulevard.

When the furniture store vacated a year later, Le Meitour moved his antique art gallery out of the Capitol Highway location, added several food carts, and a fresh fish truck. Parsons Farm had a produce stand on the corner for several years and welcomed the additional business.

Le Meitour invited several tenants to open up boutiques inside the old building with high ceilings, large windows, and bay doors. He also recruited a wood fired pizza chef to join them. Interstate Pizza was supposed to open last Labor Day weekend.

But then, on an anonymous complaint about noise, the city came to inspect and that was the beginning of Le Meitour's troubles.

The city insisted he install landscaping, get rid of the drive-thru for the coffee cart, and fined him for not having the correct permits for a weekend Mardi Gras festival.

He headed back to the Bureau of Development Services for a change of occupancy permit and then had to respond to work that was never completed 10 years ago when Keith's Automotive was operating.

"The inspections were never completed," the Frenchman said. "Part of the building would have had to have been demolished so I had the rebar tested and showed that it was sound."

Le Meitour, who has been a local fixture for years in his jeans, cowboy boots, and his espresso in hand, has been a regular attendee of the Multnomah Neighborhood Association meetings where he has garnished support for his intentions.

Le Meitour hired an architect to draw up plans of his vision of the French Quarter. He paid his fines and then had more trips to the city. He had all bureaus on board including electrical and plumbing, but not transportation.

The Portland Bureau of Transportation wants him to cede eight feet of his property along Multnomah Boulevard, six feet on 35th Avenue, and a foot on Evans right behind his building for road improvements and parking.

When *The Post* spoke to Dylan Rivera, PBOT information officer, he explained that certain developments call for increased improvements due to the location and a multi-functional area.

"We want Mr. Le Meitour to make improvements with sidewalks and roads surrounding his property," Rivera said.

When *The Post* said that there indeed were sidewalks, at least along Multnomah Boulevard, Mr. Rivera hesitated with his paperwork and said he had to look into it even after mapping it.

"Some of the changes would alter what's already in place. When larger projects are developed it triggers [transportation] improvements."

"My biggest question," Le Meitour asked, "is why are they treating me different than everyone else? I've now lost my tenants. And the pizza owner, which delivered its large oven almost



Yves Le Meitour, with daughter Sara, is fighting to reopen his boutique mall in Multnomah Village.

six months ago, is getting inpatient."

"I'm determined," Le Meitour exclaimed. "I have appreciated the support of the neighborhood association. Our aim is to create a fun place where people can gather and socialize and be safe."

## Garden Home History

(Continued from Page 8)

around longer," added Miner. "But this is nice to be able to acknowledge a house as well as a farm."

On a drizzly Saturday in December, members of the historical society brought the brass plaque to Miner and Kaplan's house and with applause and cheers, watched as committee member Stan Houseman affixed it next to the front door. He also helped design the plaque.

The century designation doesn't mean the homeowners can't remodel or update the home, unlike when a house is placed on the Historic Register. But Houseman says it is still a significant designation.

"To me, it's an added value to a home, that we have put this plaque as a recognition of this home," Houseman said. "And it's for future homeowners—to see that this home was recognized, so

they don't turn around and sell it to the next developer."

The Garden Home History Project is a volunteer organization that seeks to research the stories of the Garden Home area, preserve memories and educate newcomers to the neighborhood's wealth of history.

Elaine Shreve has been the guiding force behind the historical society. She's excited about the century home project, and has big plans for the future, too.

"Our project for next year is to get a large sign at the intersection [of Garden Home and Oleson roads] that says: 'Historic Garden Home,' or something like that," she said.

Shreve and Vanture believe there is much to celebrate in Garden Home. Some of it is hidden, or off the main road, but just give them enough time and Garden Home will soon be much more than a wide spot in the road people pass through.

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# Garden Home historical society celebrates century-old homes

By KC Cowan  
The Southwest Portland Post

If you don't live there, the Garden Home neighborhood is often just "someplace to drive through." The wide intersection of Southwest Oleson and Garden Home roads doesn't quite give a sense of place or community as business districts like Hillsdale or Multnomah Village do.

Garden Home was a true homestead community, but unfortunately, many of the original landmarks of the old Southwest community have long since

disappeared—the Methodist church, the dairy, the original school, and two small grocery stores.

It left members of the Garden Home History Project longing to find a way to celebrate their neighborhood.

"When you think about the history of a community, often it revolves around buildings like that," said Virginia Vanture.

"Places where people would share the community news. So what was left? Well, what was left was just homes. Some of which were just lovely, lovely homes."

Unfortunately, some of those homes

are being lost—torn down for new development and infill. The historical society decided that the best way to honor the history of Garden Home was to celebrate homes that were 100 or more years old.

"We came up with a plan to having a plaque put on the home and write a booklet about the history of Garden Home," said Vanture. "We'd publicize it and let people know there was something left of the old Garden Home."

A committee did research and have discovered 13 houses that were 100 years or older as of 2015. They designed a brass plaque and offered homeowners the chance to purchase one for their home for a modest fee.

Matt Miner and Sasha Kaplan's home on Southwest 76th Avenue was one of the century homes and they jumped at the chance to celebrate it.

They bought the 1915 home recently, after downsizing from a larger house in Southeast Portland. Kaplan grew up

in Rhode Island where older homes are celebrated.

"I used to baby-sit in a home from the 1700s and it had the servants' stairwell and seven or eight fireplaces, and all of those houses have plaques on them," Kaplan recalled. "And I always loved that."

"I always get a kick out of seeing those signs, century farms, which have been

(Continued on Page 7)



Sasha Kaplan and Matt Miner are proud to own the first century home celebrated in Garden Home. (Post photo by KC Cowan)



1911 Garden Home depot, Oregon Electric Railway. This structure formerly stood on a trestle where Multnomah Boulevard and Garden Home Road now intersect. The old station site was the branch on the main stem. Tracks to the left went south to Nesmith, Metzger, and Greenburg. Tracks on the right went northwest to Firlock, Fanno Creek, Whitford, and Beaverton. The station platform was built where Old Market Pub is now located. (Photo courtesy Garden Home History Project)

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