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INSIDE:

Cover Oregon fiasco
may leave
small businesses
out in the cold
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Volume No. 22, Issue No. 4

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Portland, Oregon

Complimentary

February 2014

Multnomah NA threatens lawsuit over sale of Freeman water tank property

By Erik Vidstrand
The Southwest Portland Post

Woods Park Advocates, a subcommittee of the Multnomah Neighborhood Association, recently threatened to sue the city if the Water Bureau completed the sale of the site, 0.7-acres of wooded land that houses a defunct water tank, to Renaissance Homes.

The neighborhood's attorney argued the city violated state and local laws with the sale.

Commissioner Nick Fish, who runs the bureau, maintained that the city was bound by its sales contract with Renaissance, which the city signed more than a year ago.

Fish said the city faced the possibility of a lawsuit from the developer if he canceled the sale — or from neighbors if he completed it. So he requested mediation.

"In response to the city attorney's correspondence," said Woods Park Advocates chair Jeremy Solomon, "we support Commissioner Fish's effort to improve citizen involvement

and decision-making in the stewardship of valuable public resources like the Freeman water tank property."

Solomon went on to say that Multnomah provisionally agrees to mediation between the three parties: the city, Renaissance Homes (the developer), and the neighborhood subcommittee.

"Provided this can be accomplished in an expedited manner, the closing of the sale will be postponed until mediation has been tried or one of the parties quits," Solomon explained.

He maintained the subcommittee's willingness to mediate does not change their fundamental position that the contract for the proposed sale is illegal.

Over the past several weeks, things



The Woods Park Advocates board continues to fight the sale of the Freeman water tank property to Renaissance Homes. (Post photo by Erik Vidstrand)

have been happening at an accelerated pace. Attorney Kristian Roggen-dorf, who was hired by the Woods Park Advocates to review the legal standing regarding the sale of the

water tank property, sent a letter to Commissioner Nick Fish, and the city attorney.

The letter detailed the many ways
(Continued on Page 7)



Portland Bureau of Transportation is due to pave the TriMet bus stop pull-out lane at the new Barbur Safeway by mid-February. A new bus shelter is also scheduled for completion. (Post photo by Erik Vidstrand)

Safeway concerns include bus stop, sidewalk connectivity, truck routes

THE COUNTRY STORE

By Erik Vidstrand
The Southwest Portland Post

The TriMet bus stop situated at Southwest Capitol Hill Road and Barbur Boulevard still remains closed since the new Safeway supermarket's grand opening last November. A temporarily stop is located a half a block farther south on Barbur.

According to Luke Stanhope, Safeway public and government affairs manager, Safeway dedicated property on Barbur to construct the required sidewalk width and to allow for the new bus pull-out.

Final construction plans will include a bus shelter.

"The process took longer than we had anticipated," Stanhope explained. "PGE had to install a new power pole and relocate power from the existing pole to the new one.

"At this point, we are discussing approval of the paving and striping final plan with the Portland Bureau of Transportation. When that is resolved, the work will commence."

The bus stop isn't the only project left undone. The ongoing concern about the lack of sidewalk connectivity from the grocery store to Multnomah Boulevard was brought up at a recent Multnomah Neighborhood Association meeting.

Some neighbors were also concerned about delivery trucks that weren't

meeting terms agreed upon by the two parties. Safeway assured local residents that trucks would not cut through neighborhoods when leaving the store.

According to MNA chair Moses Ross, the understanding was that the trucks were going to go down Multnomah Boulevard to Oleson Road (by Lamb's Thriftway) and connect to freeways and not use local access roads.

"It was part of the neighborhood discussion [with Safeway officials] prior to it being built," Ross stated. "I have also seen the trucks go to Southwest 40th and connect to Capitol Hwy [which] can create a traffic headache and also be dangerous, adding to the pedestrian and bike safety concerns along Capitol that already exist."

Ross has yet to contact Safeway in an official capacity but said he plans to.

Safeway had its grand reopening in early November and business has been relatively steady, especially with the holiday season and unique kosher foods department.

But weeks after opening, floor tiles had to be ripped up to get access to frozen water pipes which broke during the extreme frigid temperatures in early December.

The pipes have been replaced and floor tiles are back like nothing had ever happened.

"All-in-all, we hope customers have been pleased with our new store," Stanhope said. "The paving should be complete by mid-February depending on weather."

(Continued on Page 4)

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Letters to the Editor



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prise--\$23 million for a 1.1 mile stretch is outrageous. Personally, I think that in order for any major transportation projects to be cost-effective in Southwest Portland, there may need to be some rethinking of priorities and rewriting of city code relating to sewer and stormwater facility construction. This is just the tip of the iceberg.

—Don Snedecor

Does anyone remember 1st grade teacher Mrs. Newton?

Regarding "Old Multnomah: Do you remember a store in Multnomah called The Sewing Basket?" by Don Snedecor, The Post, January 2014

I read the article in the SW Portland Post about The Sewing Basket. No, I can't help you with that, but I have some information about a first-grade teacher at Multnomah School that I thought you would find interesting.

This teacher's name was Bessie Newton, and it was said that if a child had her as a first-grade teacher, that child would do very well in school. She told my grandson he should read cereal boxes!

Mrs. Newton lived in Multnomah Village for many years and then lived in Beaverton until the end of her life. She had a lovely home and garden here and was very disappointed that the new owners didn't give it her kind of care.

A few years ago there was going to be a parade honoring the old school and teachers, but unfortunately, Mrs. Newton died before the parade was going to take place. Someone in the Multnomah Historical Association might have knowledge about this.

I also know a painting contractor who went through the third grade at

Multnomah when the school closed. His sister was there through grade 8.

Janet Lang

Editor's Note: Thank you for your letter, Janet. The Post won a grand award in 2001 (the ribbon still hangs in my office) for our Multnomah Days Parade entry which featured a horse-drawn carriage carrying several past Multnomah School principals. Multnomah School operated as a grade school from 1919 to 1979. It later became the Multnomah Center. More information on the history of the school is available at www.multnomahhistorical.com.

Corrections to the story on Guild of Oregon Woodworkers

Regarding, "Guild of Oregon Woodworkers relocates to Multnomah Village," by Erik Vidstrand, The Post, January 2014.

We enjoyed the article about the guild a lot, thank you.

Two changes that need to be made. SawStop, of Tualatin, donated the SawStop table saw to the guild, not Roy Underhill. We are renting the space from Greenline and Patrick O'Neill. They did not "donate" it to the guild.

Our membership, now over 500, is open to anyone that is interested in woodworking.

About a third of our members are from Southwest Washington, a third from east of the Willamette [River] and the other third from west of the Willamette.

Over 10 percent are women, and we now can have high school students working with a parent in the shop.

Thanks, again for the nice article.

Gig Lewis
President

Heisler to discuss her recent book at the Hillsdale Library

First of all, I am an occasional patron of the Hillsdale Library, where I picked up a copy of the most recent Southwest Portland Post.

Thank you for your good work, especially in connecting the community through events, and writing about important topics such as protecting people and the environment (Capitol Highway reworking, Earth Talk), as well as providing updates from neighborhood association meetings.

Secondly, I am a board member of the Portland cultural nonprofit Zeitgeist Northwest, and I wanted to bring an upcoming event to your attention should you wish to include it in the next edition of the paper.

Zeitgeist Northwest will be presenting a book talk by Barbara Schmitter Heisler at the Hillsdale Library on Thursday, Feb. 27 from 6:30 to 7:30 p.m. on her recent book *From German Prisoner of War to American Citizen: A Social History with 35 Interviews*, followed by Q & A. Further details and images for the event are available on our website: www.zeitgeistnorthwest.org.

Aaron Choate

Whining about Capitol Highway gets annoying

Regarding "Multnomah parents fed up with navigating busy Capitol Highway," by Erik Vidstrand, The Post, January 2014.

The Multnomah parents who are "fed up" with navigating busy Capitol Hwy would have to have known that they would be living close to a busy street when they purchased their homes.

It seems that when they had children (or dogs to walk) this realization kicked in. All of a sudden it is a nuisance or safety issue when the landscape does not adapt.

There are places to walk or ride bikes that are not alongside Capitol Highway. The whining gets annoying; after all they were not forced to live here - just saying...
Fellow SW neighbor

Dear Neighbor: Thank you for your letter. I can't speak for Jessica Wade or Rob Gardner, but I know that many Southwest Portlanders expected (after nearly 20 years of planning) that this stretch of Capitol Highway would have pedestrian and bicycle improvements by now.

The extremely high costs related to environmental services took many of us by sur-

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Editor & Publisher: Don Snedecor
Reporters/Writers: Lee Braymen-Cleary, Rebecca Hart, Erik Vidstrand, Rich Riegel
Copy Editor: Don Snedecor, Harry Blythe
Advertising Sales: Leslie Baird Design
Graphic Design: Oregon Lithoprint
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Deadline for news and advertising is generally the 20th of the month prior to publication. Please call for current deadline information. Advertising rates are available upon request.

The Post has a circulation of 7,000 in Multnomah Village and the surrounding neighborhood business districts including Burlingame, Capitol Hill, Garden Home, Glen Cullen, Hillsdale, South Portland, Raleigh Hills, West Portland and Vermont Hills. The Post is published on or about the 1st of every month. Subscriptions are \$14 per year. Back issues are \$2.50 each when available. All major credit cards accepted.




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Notes on the Multnomah Boulevard Bicycle and Pedestrian Project

FROM THE EDITOR'S DESK

By Don Snedecor
The Southwest Portland Post

In mid-January The Post interviewed Rich Newlands with the Portland Bureau of Transportation (PBOT). Newlands is project manager of the Multnomah Boulevard Bicycle and Pedestrian Project.

Newlands is scheduled to give an update on the project at this month's Multnomah Neighborhood Association meeting, Tuesday, Feb. 11, at 7:00 p.m. at the Multnomah Center, Room 30, 7688 SW Capitol Hwy.

Newlands said the \$4 million (construction budget is approximately \$2.2 million) project has been limited to a six-block section of Southwest Multnomah Boulevard between 25th and 31st avenues.

While originally to be a phased in project heading west from 22nd Avenue all the way to 40th Avenue, apparently future planning and construction aside from these six blocks has been abandoned due to lack of funding.

Jim Peterson, owner of nearby Custom Woodworking, has been corresponding with The Post as well. Peterson said he asked at each neighborhood meeting (that Newlands gave progress reports) if the project was on budget and Newlands replied that the project was under budget. "I was at no meeting where it was discussed that elements of the

plan were being pulled for budget problems," said Peterson. "When and where was the meeting where a reduced project was discussed?"

According to Newlands, the north side will include a complete build out of sidewalks, curbs, and bike lanes. The south side will be limited to a single multi-user track as well as a "green gutter," a three-foot-wide grassy strip which will act as a buffer between automobiles and the track for bicycles and pedestrians.

A new signalized crosswalk with a flashing beacon will be constructed at Southwest 25th Avenue.

Eliminated have been sidewalk widening and connectivity between 25th Avenue east past 22nd Avenue to the new Safeway supermarket (Southwest Barbur Boulevard and Capitol Hill Road) along the north side of Multnomah Boulevard.

According to Newlands, this was due to the high cost of acquiring right-of-way from the owner of the existing apartments (which would have reduced available parking).

Additionally, a stretch of the multi-user lane on the south side between 25th east to 22nd was eliminated do to the high cost of reconstructing the retaining walls.

Peterson, whose business lost out in the cutbacks, argued that expensive engineering and rebuilding of some retaining walls on the south side of Multnomah Boulevard was expensive and unnecessary.

"Please remember that a project's budget is much more than the construction contract (design engineering, right-of-way, and construction management)," said Newlands.



This photo of Oleson Road shows what the north side of Multnomah Boulevard may look like with sidewalks, curbs and bike lanes. (Photo by Roger Averbek)



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Sellwood Bridge slated for temporary closure Feb. 15

By Erik Vidstrand
The Southwest Portland Post

The Sellwood Bridge closure has been rescheduled to start at 12:01 a.m. on Saturday, Feb. 15 and end by 5:00 a.m. on Thursday, Feb. 20.

The closure will affect all traffic, including bicyclists and pedestrians. This work is necessary as it will allow the contractor to work on a wall for the new west side interchange.

The dates were shifted to avoid closing the bridge on Valentine's Day and negatively impacting local restaurants and retailers.

The closure still includes two normal commuting days (Feb. 18 – 19). Feb. 17 is the Presidents' Day holiday.

The west end signal is often turned off on weekdays between 9:00 a.m. and 4:00 p.m. when flaggers direct traffic. New curbing and lane delineation

were recently added to the interchange.

Major excavation work continues for the walls on the west side of Hwy. 43. Drilling and pouring for foundation shafts for the southeast ramp of the new interchange continues.

According to county spokesman Mike Pullen, work on retaining walls for the regional trail and trolley corridor (between the bridge and the Stephens Creek area near Freeman Motors) continues as well.

"Trucks access the work zone from the old Staff Jennings entrance, Macadam Bay and Miles Street," said Pullen. A new traffic signal has also been installed.

"Please note that the only signal phase that requires westbound bridge traffic to stop at the west end of the bridge is when a pedestrian or bicyclist activates the signal to use the crosswalk," Pullen explained.

Highway 43 (Macadam Avenue) will



Sellwood Bridge workers pave the new trolley corridor on the west side of the Willamette River in early January. (Photo courtesy of Multnomah County)

remain open during the closure of the bridge. Motorists, bicyclists, and pedestrians should make other plans to cross the Willamette River those days.

View live construction from two

cameras at www.sellwoodbridge.org/?p=construction-camera. For project information, please contact Mike Pullen (mike.j.pullen@multco.us, 503-209-4111) or visit www.sellwoodbridge.org.

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THE COUNTRY STORE

(Continued from Page 1)

Small business crimes sweep southwest neighborhoods

An unusual amount of break-ins occurred in December in Southwest communities. At least three businesses were broken into on the same date according to Stefanie Adams, crime prevention coordinator for Southwest Portland.

In Multnomah Village, during the early morning hours of Dec. 19, Nectar Frozen Yogurt Lounge, 7847 SW Capitol Hwy, was broken into. The perpetrator broke the window of the entry door to gain access. It didn't appear that he got away with anything valuable. There is no clear description of the offender from the security camera footage.

Apparently, on the same morning, MVP Volvo, at the 3500 block of Southwest Multnomah Boulevard, had a glass door broken and not much of

value was taken according to owner Paul Erickson.

In the Barbur Crossroads, between 4:30 a.m. and 5 a.m., the front entry door was broken to gain access to Metro Car Care at 10400 SW Capitol Hwy. A small amount of cash was taken. There are no suspects listed at this time.

According to the city Office of Neighborhood Involvement website, a commercial burglary is committed when there is unlawful entry of a commercial structure with the intent to commit a crime, usually a theft.

It's non-confrontational crime which occurs when a shop is closed and unoccupied. Financial losses due to these crimes can result in layoffs or cutbacks and may also leave staff feeling violated and vulnerable.

According to ONI, most burglars are motivated by economic gain. They tend to target property that is portable, valuable, and can easily be converted to cash and/or readily exchanged for drugs. In some cases, the burglars commit return fraud by taking the stolen items to a store and asking for a refund.

In Hillsdale, on the evening of Jan. 5, Central Precinct officers were dispatched to the Baskin Robbins at 6371 SW Capitol Hwy on a report of a sexual assault.

Officers arrived and contacted the victim (a juvenile) who reported that a subject had entered the location and grabbed her in a sexual manner while behaving lewdly.

Officers began a search of the area and were able to apprehend a suspect. According to the Portland Police Bureau, detectives recently arrested Themba Hassan Kelley, a 44-year-old male, on charges of Sex Abuse I and related offenses on the alleged sexual assault of a juvenile who was working alone at Baskin-Robbins in Hillsdale.

The bureau believes that all the suspects in this case have been identified.

Stefanie Adams (Southwest crime prevention coordinator) is available to come to businesses to offer training and tips for employees, managers and owners. Please contact her at 503-823-3131 or stefanie.adams@portlandoregon.gov.

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Community celebrates life of William Stafford at centennial gathering

By Lee Braymen-Cleary
The Southwest Portland Post

On Jan. 15, Annie Bloom's Books in Multnomah Village was one of the first to celebrate the centennial birthday of Oregon's soft-spoken and highly acclaimed poet, author and photographer, William Stafford.

This winter thousands of other admirers from Portland to Bend to Roseburg, from Seattle to Tucson to New York and points in between and beyond will follow suit, offering poetry readings, lectures, poetry writing classes, even television biographies like one Oregon Public Broadcasting aired on Jan. 16.

You might say that since Stafford served as Oregon's poet laureate for 17 years, we Oregonians have made him *our* poet, *our* champion of peace regardless of his Midwestern background.

The narrator of Stafford's well known poem, "Traveling through the Dark," speaks of a hard choice. He sets the stage in the first stanza:

*Traveling through the dark I found a deer
Dead on the edge of the Wilson River road.
It is usually best to roll them into the canyon:
That road is narrow; to swerve might make more dead.*

Next he dramatically includes a softer approach in stanza three:

*My fingers touching her side brought me the reason—
Her side was warm; her fawn lay there waiting,
Alive, still, never to be born.
Beside that mountain road I hesitated.*

And in stanza five leads a reader to a painful conclusion:

*I thought hard for us all—my only swerving—
Then pushed her [the deer] over the edge into the river.*

Sometimes dubbed the "Robert Frost of Oregon," Stafford, though, also served as the 20th consultant to the Library of Congress in 1970 before the term "poet laureate" existed; thus his heart and mind belong to the nation.

The Annie Bloom's event honoring Stafford had its own flavor. The bookstore's casual, intimate space was tinged with a spiritual—though not religious—calm.

Several local poets including Anmarie Trimble, Tom Hogan, Barbara Drake and Susan des Freitas read from their own works as well and some of their long-time Stafford favorites such as "The Farm on the Great Plains," "Vocation," and "A Bird inside a Box."

It is well known that Stafford was a pacifist, that he lived out that philosophy during World War II as a conscientious objector.

He worked on active duty then in church-sponsored camps, committing himself to forestry and soil conservation, actions that may have sparked his life long reverence for nature and its preservation.

Following that war and for the rest of his life, Stafford rose most mornings as early as 3:00 a.m. to write and reflect on life, on the nature of war, and on seeking paths to peaceful conflict resolution.

Mountain Park resident and birthday celebrant Fraser Rasmussen is a Vietnam veteran who years ago found truths and consolation in one of Stafford's 57 published works, "War has Two Losers."

Stafford wrote such lines as "Can injustice one way be corrected without the interim reaction that tries to impose injustice the other way?" and "A speech is something you say so as to distract attention from what you do say."

These lines demonstrate that soft-spoken Stafford was not a soft thinker but a keen viewer of the way of things are, even with those behind the vast political curtain.

Stafford was born in Kansas on Jan. 17, 1914 into a close family inordinately

fond of words. By the time he was a teenager during the Depression, his life was demanding.

He worked to help provide for his family and moved with them from place to place so his father, Earl, could find work.

Perhaps those hard experiences contributed in part to his plain speech and wisdom, to his ability to separate what is from what is not important in life, and to make the hard choices.

It has been said that Stafford sought a publisher for his poem "Traveling through the Dark" more than 30 times. But it has been anthologized many times now.

Is it the harsh ending that put publishers off at first? How fortunate we are that some publisher had the courage, and that Stafford was comfortable with the notion "one can be different and apart."

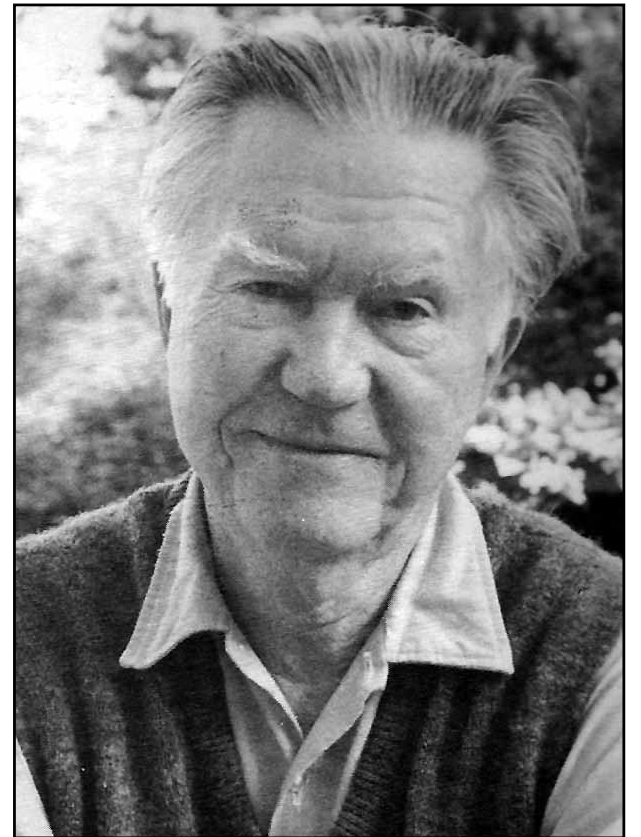
Anmarie Trimble, a poet and Portland State University instructor who offered her works at Annie Bloom's that night, concurs with the notion of Stafford toughness.

"I think Stafford is a master of everyday sublime—and by sublime I mean the true Romantic notion," said Trimble.

"But he doesn't strike me as being idealistic about it. His poems appreciate how things *are*, and it's his ability to look squarely in the face of what is real that I find so empathetic and generous."

Trimble adopts Stafford's notion that individuality is acceptable, more than acceptable, for she is taking her poetry in different directions.

In honor of Stafford's birthday she read one of her poems, "In the Garden," then strummed her guitar to accompany her second poem, "Lullaby."



William Stafford as pictured on the cover of his book *The Way It Is: New & Selected Poems*, Graywolf Press, 1998. (Photo by Kim Stafford)

It was in 1948 that Stafford moved to Oregon to join the Lewis and Clark College faculty. With the exception of two years, he remained there until retirement in 1980.

For 30 years he imparted his philosophies and thoughts on literature and poetry to young thinkers and wordsmiths.

If our world found Stafford a patient man, a thoughtful and courageous man, his students found him more.

He was open, kind and supportive. Stafford was known for maxims like "Your job is to find out what the world is trying to be" and "If you're writing and you get stuck, lower your standards and keep on going."

If you are interested in attending more William Stafford celebratory events, you can find a complete list of them at www.williamstafford.org.



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Cover Oregon fiasco may leave small businesses out in the cold

OBAMA CARE 102

By Erik Vidstrand
The Southwest Portland Post

Despite the failure of the Cover Oregon website, more than 20,000 Oregonians filled out paper applications and enrolled in private plans for health insurance coverage under the Affordable Care Act that began Jan. 1.

But can small businesses qualify for the federal tax credit if the Oregon exchange isn't functioning?

Carriers are working diligently to log new-enrollee information into their computer systems so that customers can be contacted in a timely manner.

However, the volume of work has been substantial. It can take about a week between the time Cover Oregon delivers information on a new enrollment to a carrier and the time that data will show up in the carrier's customer-service database.

Additionally, carriers have notified Cover Oregon that they will offer consumers extra time to make premium payments for January coverage. Because of the extension of the enrollment date (which was January 6) and the volume of new enrollees, premium payment deadlines will also be extended.

One should contact their client's carrier to learn the new extension date.

Lyndsey Donnerberg, a broker with Client First Group, spoke to both the Hillsdale and Multnomah Business Associations last fall. See footnote.

She spelled out the process for small businesses and individuals to proceed with enrolling in a health plan. "The rollout of the Cover Oregon [website] was definitely not as expected," Donnerberg said. "It was nothing like I had described at the business association meetings!"

There are rumors, and some news reports, that Cover Oregon might close down due to all its website issues. It would then refer folks to the national program: HealthCare.gov.

At press time, Cover Oregon continues to communicate with the agent community that everything is moving right along but news reports from the *Oregonian* and the *Lund Report* paint a different picture.

"My understanding is that if the portal is not up and running by April 1," Donnerberg stated, "other options will be explored."

"This could be the federal site or piggybacking onto another state's working exchange."

When Donnerberg was asked if there was anything the public should be aware of, she replied that Cover Oregon is currently processing applications manually. "It is important to note that there is a finite amount of time that Oregonians have to enroll in coverage for 2014," Donnerberg warned.

"Open enrollment will close on March 31, so, if Oregonians want an opportunity to apply for financial assistance and/or avoid the penalty, they should complete the Cover Oregon application or apply directly with a carrier just as soon as possible."

Wanting more in-depth information and curious how consumers,



Lyndsey Donnerberg, a broker with Client First Group, said that the Cover Oregon website may never get up and running.

providers, and agents were managing, *The Post* contacted Donnerberg. What follows are excerpts from that interview.

Q: Are consumers, employers, or providers frustrated?

A: Consumers have been extremely frustrated and I would say most of this has been rooted in the slow processing of applications, the long hold times on the phone at Cover Oregon, and the misinformation given once they did get someone on the line.

I think that there were many people that gave up. Those who had the time and were persistent definitely reaped the reward.

Q: Is there a cost?

A: While this is a no premium/no cost program, there is very little information available to consumers and agents on how to access care in

this environment.

Financial assistance is real and has helped many families with the price tag of their health care. As an aside, many Oregonians were expecting a premium tax credit that allowed them to "shop" for a plan with the carrier and benefits that best suited the needs of their family only to find out that they were eligible for the Oregon Health Plan.

Q: What about the employers?

A: There were many small employers who were disappointed that they were not able to provide their employees the plan/carrier choices promised by Cover Oregon.

I don't anticipate that this area of the Cover Oregon portal will ever get up and running, at least in the way that it was meant to.

(Continued on Page 7)

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OBAMA CARE 102

(Continued from Page 6)

In addition, for those small employers wishing to take advantage of the small business health care tax credit, the requirement (at this time) is that the group coverage is purchased through a health insurance exchange.

Without the insurance exchange up and running in 2014 there is the potential that small employers lose access to this tax credit.

Q: And what about the providers (agents)?

A: Oregon carriers, while likely frustrated, have bent over backwards in accommodating the ever changing health care reform landscape.

They fully embraced the president's "if you like your plan you can keep it" proclamation of Nov. 14 by offering some kind of extension of their 2013 plans.

These offers received overwhelming response from individuals and small employers alike. So, there are many Oregonians who will not feel the full effect of the plan changes and premium changes required under healthcare reform until 2015.

Q: Anything else you'd like to add?

A: Agents, like me, who fully embraced Cover Oregon as an option for individuals and small employers, are definitely disappointed by the lack of open and clear communication from Cover Oregon leadership.

I am very disheartened by the complete absence of transparency. I don't know any company, organization, or carrier who would choose to do business this way.

Read more about it. "Obama Care 101: Donnerberg offers Hillsdale merchants a crash course in healthcare," The Post, November 2013.

Freeman water tank

(Continued from Page 1)

that the city violated state statute, city charter, city code, and council ordinance through the sale of the property.

Roggendorf also stated that based on these violations, the neighborhood association was prepared to sue the city if the sale of the property was completed. The city was asked to respond to the letter by Friday, Jan. 17.

At the Jan. 14 MNA meeting, the Board and membership voted to proceed to the next phase of the legal effort to stop the sale of the Freeman water tank property. MNA also voted to ask the neighborhood coalition, Southwest Neighborhoods, Inc., to continue in its role as fiscal sponsor for the next phases of the effort.

"It is our desire to preserve the property for the public good," Solomon said, "consistent with its value in providing green space, wildlife habitat, neighborhood connectivity, public safety, and water supply."

"We applaud Commissioner Fish for recognizing the city's flawed sales process and for endeavoring to find a mutually-agreeable solution for the involved parties."

Editor's Note: At press time, Renaissance Homes had not agreed to mediation on the sale of the Freeman water tank property in the Multnomah neighborhood and the sale had been scheduled to close January 31.

Read articles and letters on this subject in the November 2013 edition of The Post at www.SWPortlandPost.com. Additional background information on this issue including the letter from the neighborhood's attorney and links to other media coverage can found at www.woodsparkadvocates.org.



Stephens Creek Crossing housing project running late

Seven families are moving into Stephen's Creek Crossing every Friday, according to Marc-Daniel Domond, Executive Project Manager for COLAS Construction, Inc. When complete, this development will feature 122 units of affordable housing with onsite support services, an early childhood education center and community gardens. The project was slated for completion in February 2014 but should last a few more months. (Aerial photo courtesy of Colas Construction.)

TRANSPORTATION NOTEBOOK

Southwest Corridor Plan group to meet Feb. 3

The Portland Working Group of the Southwest Corridor Plan is a forum to learn about the refinement and provide input on higher capacity transit alternatives and associated roadways as well as active transportation projects.

The Working Group will meet again Monday, Feb. 3, from 6:00 to 8:00 p.m. at the Multnomah Center, 7688 SW Capitol Hwy. Contact Joan Frederiksen at 503-823-3111 or email joan.fredericksen@portland.oregon.gov. More information on the Southwest Corridor Plan is available at www.oregonmetro.gov.

sen@portland.oregon.gov. More information on the Southwest Corridor Plan is available at www.oregonmetro.gov.

Meet Commissioner Novick at Our Streets PDX

A community conversation with City Commissioner Steve Novick to find solutions to Portland's transportation problems will take place Thursday, Feb. 27 from 6:30 to 8:30 p.m. at the Multnomah Center, 7688 SW Capitol Hwy. A similar Our Streets PDX forum to find new transportation funding will be held sometime in April.

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EARTH TALK

Questions & Answers About Our Environment

Dear EarthTalk: Do you have any tips for explaining global warming and other complex environmental problems to my kids?

— Peter Buckley, Pittsburgh, PA

Kids today may be more eco-savvy than we were at their age, but complex topics like global warming may still mystify them.

Luckily there are many resources available to help parents teach their kids how to understand the issues and become better stewards for the planet.

A great place to start is the U.S. Environmental Protection Agency's (EPA's) "A Student's Guide to Global Climate Change" website.

The site is divided into sections (Learn the Basics, See the Impacts, Think like a Scientist and Be Part of the Solution) so kids can get just the right amount of detail without feeling overwhelmed.

One feature of the site is a virtual trip around the world to see the effects of climate change in different regions.

An emissions calculator—with questions tailored to kids' lifestyles—helps connect everyday actions (like running

the water while brushing teeth) and climate change.

And a FAQ page answers some of the most common questions about climate change in easy-to-read short paragraphs.

Another great online resource is NASA's Climate Kids website, which engages kids with games, videos and craft activities and offers digestible info on what's causing climate change and how kids can make a difference.

A guided tour of the "Big Questions" (What does climate change mean? What is the greenhouse effect? How do we know the climate is changing? What is happening in the oceans? and others) uses cartoon characters and brightly colored designs to help kids come to grips with the basics.

Perhaps even more engaging for those eight and older is Cool It!, a card game from the Union of Concerned Scientists (UCS).

The game, designed in collaboration with science educators, requires players to collect "solution" cards in the categories of energy, transportation and forests, while slowing opponents down by playing "problem" cards along the way.

"The game enables teachers and parents to talk about global warming in a fun and hopeful way," reports UCS. "Kids, meanwhile, will learn that all of us make choices that determine whether the world warms a little or a lot, and which of those choices reduce global warming emissions." The game is available for purchase (\$7.95) directly from the UCS website.

Younger kids curious about climate change can consult the Professor Sneeze



There are many resources available to help parents and educators teach kids how to understand environmental issues and become better stewards for the planet. (Photo courtesy of Global Imagination)

website, which features online illustrated children's stories that present global warming in a familiar context.

The stories for five- to eight-year-olds follow a cartoon bunny on various warming related adventures. A few of the story titles include "The Earth Has a Fever," "Where Are the Igloos of Iglooville?" and "Tears on the Other Side of the World." The site also features stories geared toward 8 to 10-year-olds and 10 to 12-year-olds.

Of course, teachers can play a key role in making sure kids are well versed in the science of climate change.

A recently launched initiative from the National Center for Science Education (NCSE)—long respected for its work in defending and supporting the teaching of evolution in the public schools—aims to help teachers do a

better job of teaching climate change in the classroom.

The group's Climate Change Education website points teachers to a treasure trove of resources they can use to demystify the science behind global warming, combat "climate change denial" and support "climate literacy."

CONTACTS: EPA's "A Student's Guide to Global Climate Change," www.epa.gov/climatestudents; NASA Climate Kids, <http://climatekids.nasa.gov>; NCSE's Climate Change Education Initiative, <http://ncse.com/climate>; Professor Sneeze, www.contespedagogiques.be/pages/accueil_angl.html.

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