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# The Southwest Portland Post

Southwest Portland's Independent Neighborhood Newspaper

## INSIDE:

Young farmers thrive  
at Alpenrose Dairy's  
4-H program  
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Portland, Oregon

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April 2012

## TriMet study documents Hillsdale pedestrian problems

By Scott Mobley  
The Southwest Portland Post

Hillsdale's pedestrian transportation problems are well known anecdotally.

Now TriMet has documented some of them in a region-wide study of the obstacles transit patrons face on their way to and from the bus.

Hillsdale was one of 10 areas around the Portland area where TriMet sees

investment in sidewalks, crosswalks, streetlights and trees doing the most good.

"Getting to or from a stop is part of every customer's trip," said Jessica Engelmann, a senior planner with TriMet's planning and policy department.

"The design of streets, sidewalks, intersections, and crossings all affect whether a person wants or is able to use our service," said Engelmann.

Sixty-five percent of TriMet customers in Hillsdale walk to and from the bus stop, the study said. Only six percent drive and park nearby before boarding the bus or have someone drop them off at the stop (the rest transfer in from another part of the system).

The bus stop at Southwest Capitol Highway and Sunset Boulevard near Wilson High School is by far the busiest in Hillsdale with 8,158 boardings per week, according to the study. The stop at Southwest Barbur and Bertha boulevards is the next busiest, with 2,863 boardings per week.

Analysts found the greatest dangers getting to bus stops along Barbur Boulevard, where pedestrians face high-speed traffic, extra-wide intersections, disconnected side streets and too few

places to safely cross the boulevard.

Barbur Boulevard has long stretches without sidewalks, while in other places the walkways are too narrow, the study said.

TriMet analysts saw a wheelchair-bound man exploit a gap in heavy Barbur Boulevard traffic near Southwest 17<sup>th</sup> Avenue to reach a bus stop.

They watched elderly pedestrians and mothers with children rush across the vast intersection where Barbur Boulevard meets Bertha Boulevard only to see the signal change before they could get to the bus stop on the other side.

And where there were no sidewalks, observers saw handicapped men and women in scooters motor along Barbur Boulevard's bike lanes as 35-mile-per-hour traffic blows by, the study said.

Capitol Highway isn't quite so pedestrian hostile as Barbur Boulevard, especially through the Hillsdale town center, where sidewalks are wider and nicely landscaped, the study said.

Still, some Capitol Highway stretches lack sidewalks east and west of the business district. And Capitol Highway pedestrians must also contend with up to twice as many driveways – and po-

(Continued on Page 2)



The #44 bus stops at Capitol Highway and Sunset Boulevard, March 26. According to a TriMet study this is the busiest bus stop in Hillsdale. (Post photo by Don Snedecor)

## Southwest Portland will host first Sunday Parkways this summer

By Scott Mobley  
The Southwest Portland Post

For a half-day July 22, the city will reserve ordinarily busy streets for walkers, joggers, cyclists, skaters and any other non-motorized traveler.

The 7.8-mile-long street festival will wind through the Multnomah, Hillsdale and Maplewood neighborhoods.

Walkers will stroll and cyclists will roll through Multnomah Village and the Hillsdale Town Center, where merchants will be ready. Vendors will also stake out spots in Gabriel Park near the route along Southwest Vermont Street.

Roger Averbeck, who chairs the Southwest Neighborhoods Inc. transportation committee, was among those lobbying the city to bring Sunday Parkways to a part of town well-known as automobile-dependent.

That dependency is thanks to low-density development on a discontinuous street grid that winds around hilly topography and often lacks sidewalks.

Many Southwest Portland residents walk the area's extensive trail network for recreation but drive even for short

errands, Averbeck said.

"With an event like this, it's important for local residents and businesses to recognize it's possible for people to get around Southwest Portland by walking or biking," Averbeck said.

"You don't have to drive a car for everything you do, especially for short trips."

The event, timed to coincide with the Terwilliger Parkway Centennial, will close or partially close sections of Vermont Street, Multnomah Boulevard, Troy Street, Southwest Capitol Highway and Terwilliger Boulevard.

Sunday Parkways won't completely close off the busiest streets such as Vermont Street and Capitol Highway, said



Linda Ginethal, the Portland Department of Transportation program manager coordinating the event. Motorists will still have one lane.

Residents along the route needing their cars between the event's 11 a.m. start and 4 p.m. conclusion won't be trapped in their homes, Ginethal said.

Sunday Parkways will enlist roughly 300 volunteers to help handle traffic, including bicycle-mounted escorts to get motorists to and from homes or businesses.

Portland Police will direct traffic at the busiest intersections during the event.

The city in 2008 kicked off Sunday Parkways with a street festival in

North Portland that drew an estimated 15,000. This year the city will hold five Sunday Parkways festivals between May 13 and Sept. 30, with events also slated for the north, northeast, southeast and east sides of town.

Portland modeled its Sunday Parkways on the ciclovias of Colombia, where officials in Bogota, Cali and Medellin reserve miles of streets for runners, cyclists and skaters. New York, Chicago, Brussels, Winnipeg and dozens of other cities around the world have adopted this idea.

Visit <http://www.portlandonline.com/transportation/index.cfm?c=46103> for more information on Sunday Parkways, including volunteer opportunities.

Don't forget to renew your subscription. Form on Page 2.

The Southwest Portland Post  
4207 SE Woodstock Blvd #509  
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**FROM THE EDITOR'S DESK**

**Burlingame trunk sewer line under construction through July**

By Don Snedecor  
The Southwest Portland Post

According to Stephen Sykes of the Portland Bureau of Environmental

Services, work will continue on the Burlingame trunk sewer line along Multnomah Boulevard between Southwest 31<sup>st</sup> and Interstate 5 through July.

The slip lane from Southwest Barbur Boulevard to westbound Multnomah Boulevard will require a temporary detour in order to allow a pipe connection to be made.

This work is anticipated to take about three days. Signs will be posted several days in advance of the road closure.

Between Southwest 28th and 31st avenues, the contractor in late March

was preparing to start excavation and pipe installation.

Signs restricting on-street parking on Southwest Multnomah Boulevard from 28<sup>th</sup> to 30<sup>th</sup> avenues are in place or are going up soon. Sykes said to be aware of parking restrictions.

"We will be working closely with business owners and property managers through this section (Southwest 28<sup>th</sup> to 30<sup>th</sup> avenues)," said Sykes.

"There are three private parking lots with direct access to Southwest Multnomah Boulevard that will be blocked as the pipe is installed." More information will be available in a few weeks for those properties.

Sykes said to watch signs for traffic restrictions near Southwest 31<sup>st</sup> and Multnomah Boulevard. A manhole and pipe installation will be occurring through April. For more information check [www.portlandonline.com/bes/burlingame](http://www.portlandonline.com/bes/burlingame).

**New sidewalk and cycle track to be built on Multnomah Boulevard**

According to Rich Newlands, project manager with the Portland Bureau of Transportation, a new 12-foot-wide sidewalk and 7-foot-wide cycle track will be built on the north side of Southwest Multnomah Boulevard in mid to late summer.

On the south side, a 9-foot-wide multi-use path will be built at the same time. According to Newlands, this space will eventually include a 7-foot-wide cycle track with a 2-foot-wide landscaped buffer or swale to help protect bicyclists from motorists.

At the same time a pedestrian-activated crosswalk, featuring a rapid flash beacon, will be installed at Southwest 25th Avenue to allow pedestrians and bicyclists to safely cross Multnomah Boulevard. A similar crosswalk was recently installed on Barbur Boulevard near Hamilton Street.

**TriMet Studies Hillsdale Pedestrian Problems**

(Continued from Page 1)

tential conflicts with motorists – as Barbur Boulevard pedestrians.

The study recommends:

1. Sidewalks should be at least 10-foot wide along Barbur Boulevard and Capitol Highway where walkways are lacking.

2. Landscaped buffers are needed between traffic and all sidewalks along Barbur Boulevard and Capitol Highway.

3. More frequent and better-marked crosswalks on Barbur Boulevard. Key intersections such as Barbur and Bertha boulevards should have curb-extensions to create shorter crossings, mid-street islands for pedestrian safety and possible right-turn-on-red restrictions for motorists.

4. Signals should be timed to give slower-moving pedestrians enough opportunity to safely cross the street at the busiest intersections.

TriMet has identified no money for building these sidewalks, crosswalks and other improvements in Hillsdale or the nine other areas in the study,

Englemann said. The agency owns none of the streets and sidewalks around the 621 bus stops included in the analysis.

"This is a first step in working with our local, regional, and state partners to create better walking environments to transit stops and more livable communities," said Englemann.

In Hillsdale, the City of Portland maintains Capitol Highway and the Oregon Department of Transportation is responsible for Barbur Boulevard.

TriMet budgeted \$140,000 for the study, tapping a \$125,000 federal grant for the bulk of the work, Englemann said. The agency chipped in \$15,000.

TriMet also studied pedestrian access to transit at the Southwest Scholls Ferry Road and Beaverton-Hillsdale Highway intersection in Raleigh Hills.

The TriMet study included a number of suburban areas and two other areas in Portland: Southeast Division Street at 122<sup>nd</sup> Avenue and Southeast Powell Boulevard at 82<sup>nd</sup> Avenue.

Read the reports at <http://trimet.org/projects/pedestrian-network.htm>.



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# Committee imagines focus areas along Barbur Boulevard

By Lee Perlman  
The Southwest Portland Post

The Bureau of Planning and Sustainability's Barbur Concept Plan process last month processes last month entered a visioning phase, with members considering an ideal future for seven "focus areas."

These are also potential station sites for a future light rail line or high capacity transit route.

As proposed by planners Jay Sugnet and John Fregonese, these areas are: Gibbs Street, Hamilton Street, Terwilliger Boulevard, Capitol Hill Road, 26<sup>th</sup> Avenue, Crossroads (the Southwest Barbur Boulevard-Capitol Highway-Interstate 5 interchange), and Portland Community College's Sylvania Campus.

The current land uses at these locations are "a limited number of building types repeated over and over," Fregonese told the project Stakeholders Advisory Committee last month. "We want to start thinking with a bigger box of crayons."

Fregonese suggested the type of higher intensity development seen on the city's main streets, and particularly Northwest 23<sup>rd</sup> Avenue, Northeast Broadway Street, and Southwest Capitol Highway in Multnomah Village.

Fregonese spoke favorably of Multnomah's Headwaters housing project,

where "in summer you hear the buzz of animals and birds." Even more important is access to shopping.

"The number one reason people go out is to go to a retail store," Fregonese said. He said there should be parking for both bicycles and cars, and extolled mixed-use development.

"Right on a retail street may not be where you'd want to live, but a block away?" Much of southwest includes "formerly auto-oriented suburban areas that are evolving," said Fregonese.

Planners need to be flexible in their approach to Barbur, Fregonese said. "What works at Capitol Hill may not work on Terwilliger," he said.

Indeed, the focus areas as selected are themselves "crash test dummies" that can be rejected or moved if needed, he said. "We need to test what you do and don't like, ask the public to mix and match, and learn from our failures."

This was a fortunate attitude to take because, before the month was out, the South Portland Neighborhood Association had officially called for Gibbs Street to be removed as a focus area.

Delegates Laura Campos and Jim Gardner both said that the area is largely composed of single-family homes, which Gardner pointed out include part of the Lair Hill National Historic District.

They would be in jeopardy if the area was rezoned for higher density. Sugnet said the area was chosen in part because

of the tram and new pedestrian bridge bringing people to OHSU.

The study is not proposing zoning changes for single-family neighborhoods, he said. Fregonese said the focus areas need not be "monochromatic."

The Stakeholders and planners also looked at other focus areas. Planner Glenn Bolen said Sylvania was included in the hope of "connecting and making it more a part of the community."

Hillsdale activist Baack said that Southwest Multnomah Boulevard west of 19th Avenue is "a really great place for redevelopment."

Another stakeholder, Ken Williams, said areas to the west between Barbur Boulevard and Interstate 5 are totally undeveloped.

Southwest Neighborhoods, Inc. transportation chair Roger Averbeck cautioned, "When you have a freeway off-ramp, it changes the conversation. The closer you get, the more expensive and complicated development is."

SWNI land use chair John Gibbon agreed: "I live in the neighborhood, and I avoid those areas like the plague." Sugnet said perhaps such areas would be better suited for office development.

Gibbon added that the cost of City-required storm water treatment with any development would be "really spendy." Fregonese said, "We need to make sure the person coming in for a



A potential light rail station, Southwest 26th Avenue is one of the focus areas of the Barbur Concept Plan. (Post photo by Don Snedecor)

remodel doesn't get tagged with it all."

Averbeck asked if the Oregon Department of Transportation would cooperate with proposed changes to Barbur and freeway accesses.

Fregonese replied, "They've changed a lot. They're not just about moving cars anymore." Some years ago, efforts to restore on street parking to Northeast Martin Luther King Jr. Boulevard produced "a pitched battle," he said. "Now we're free to dream and imagine."

Different rates of speed may be appropriate in different places, Fregonese said, and traffic projects could mean "spending a lot of money for minimal improvement. The level of service is not the king anymore anywhere in the U.S."

Williams said, "The problem isn't Barbur (Boulevard) per se, but what's around it," including access streets.

Stakeholder Bill Garryfallow said, "The more people view Barbur (Boulevard) as their home, the less they'll zoom through."

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## Young farmers thrive at Alpenrose Dairy's 4-H program

By Jillian Daley  
The Southwest Portland Post

All four aspects of 4-H's symbolic clover: Head, Heart, Hands and Health are thriving at a local 4-H program.

The 4-H Discovery Farm at Alpenrose Dairy in Southwest Portland hosted its first spring learning camp last month, and a summer learning camp is imminent.

Activities include animal husbandry and tending a new garden. Young gardeners will donate the produce to a local food bank.

Lisa Battan launched the Discovery Farm Club in 2010 because she wanted her daughters to gain experience for their dream careers in agriculture and animal science.

Battan later made her club more focused, calling it Hens and Hares, and Discovery Farm shifted from the name of the club to the name of the place.

Two clubs are coalescing this spring: Ewetopia, which focuses on sheep and goats; and Cloverbuds, which is for children in kindergarten to third grade.

"This is about engaging youths in an opportunity to learn, be responsible and take on leadership positions," said Battan, whose club has 23 members.

Club sizes range from four to 60 members, depending on how many leaders are available to manage a

group, said Pat Willis, an Oregon State University Extension Service 4-H faculty member. The university administers all 4-H groups in Oregon.

To help hire teen counselors for the summer learning camp, Willis said he is applying for a \$2,000 Oregon State University 4-H Foundation Innovative Program Grant.

Also, 4-H officials are discussing creating a zoology program for teens in ninth to 12th grades, he said.

All 4-H clubs' curriculum centers on teaching children healthy living as well as science and civic responsibility.

Clubs may concentrate on many topics, such as raising animals, foods and nutrition, environmental science, computer science and Lego robotics.

Southwest Portland is a region that lacks the agricultural traditions other areas possess, so it can be difficult to generate interest in 4-H, Willis said.

Alpenrose's owners are helping get local youth interested by providing space at their dairy, free of charge. "Alpenrose has been great for us," Willis said.

Located on 52 acres along Southwest Shattuck Road, Alpenrose processes raw milk trucked in from area farms. Products include its own milk and ice cream for Baskin-Robbins, for which the dairy holds the Northwest regional contract.

The Discovery Farm occupies the Alpenrose barn, which previously was home to a few horses and ponies



Lisa Battan feeds the pigs at the 4-H Discovery Farm at Alpenrose Dairy. (Post photo by Jillian Daley)

belonging to the dairy owners' family.

Residents now are a combination of 4-H and Alpenrose animals: a cow, two pigs, a donkey, three ponies, two horses, three sheep, three goats, about 12 chickens, a turkey, three rabbits and a flock of ducks.

Aiding 4-H is typical of Alpenrose's long-time community outreach efforts, said Tracey Cadonau McKinnon, Alpenrose communications and events coordinator.

Alpenrose, established in 1916, for decades has welcomed the public to its baseball fields, opera house, bicycle racing track, quarter midget racing track and Dairyville, a replica of a

western frontier town.

"My grandpa started the dairy, and since it started, that's just been the big thing is giving back to the community," Cadonau McKinnon said.

She said 4-H has returned the favor. Last December, 4-H helped revive Christmas at Dairyville, a tradition that had been absent for several years.

"We're all about the community and giving back to kids, and that's really what 4-H stands for, too," Cadonau McKinnon said.

For more information on 4-H Discovery Farm, call Liz Smith at 503-245-5070 or email her at [smith3@onid.orst.edu](mailto:smith3@onid.orst.edu).

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## South Waterfront Greenway Plan approved by Design Commission

By Lee Perlman  
The Southwest Portland Post

With the osprey roost issue solved, at least in concept, the Portland Design Commission approved the Portland Bureau of Parks and Recreation's South Waterfront Greenway Master Plan last month.



**Osprey family nest on the west bank of the Willamette River at South Waterfront.** (Photo courtesy of Paul Johnson)

The Greenway Plan contains \$9.5 million worth of trails, recreation improvements and habitat for a swath of waterfront 1.2 miles long and 100 feet wide along the west bank of the Willamette River. However, lack of a dock in the Greenway Plan resulted in a less than unanimous vote.

At a previous meeting a major stumbling block turned out to be the Bureau's plans for the relocation of a nesting site occupied in season by an osprey over the last five years.

Greenway construction will require the Park Bureau to relocate the nest. The Park Bureau proposed an alternative site on a "dolphin," an upright piling, but neighbors said it was too far away from the bird's chosen site.

These neighbors, with the assistance of the South Waterfront Dog Club, have constructed a pole 40 feet tall and weighing eight tons as a site.

Last month, Park Bureau staff said

they would leave the osprey nest where it is this year. Next year partisans will move the pole to a nearby private property, and the bird will choose between this and the Park Bureau's proposed site. This seemed to please interested neighbors.

Another issue was a proposed light watercraft dock, long a part of the project. Park Bureau staff said they had encountered resistance from the National Marine Fisheries Service, which safeguards endangered fish species and sees the pilings for a dock as a hiding place for young fish predators.

Park Bureau staffer Liz Moorhead said the Office of Healthy Working Rivers is preparing a comprehensive look at the city's docks, due for completion in 2013.

The Park Bureau remains committed to providing a dock, Moorhead said, but for now they were "decoupling" it from the project and proceeding.

Commission member Ben Kaiser expressed disappointment about this decision. "At one point this was the driving force for the whole project," he said.

"Because of fear of some agency, we're disconnecting ourselves from the river. Who knows when it will happen? There were just three boats on the river yesterday, and there could be hundreds."

Kaiser ultimately cast the sole vote against approval of the Greenway Plan.

Commission chair Gwen Millius cautioned against "letting the perfect get in the way of the good. Getting people closer to the river is an undeniable good. This is not our last opportunity. I just can't see holding up the whole project because of the dock."

## Fulton Park Community Center advocates lobby City Council

Advocates for the Fulton Park Community Center, which the Portland Bureau of Parks and Recreation has offered for closure if the City Council asks for budget cuts of six percent or more, made their point at a budget hearing last month.

More than 150 people attended a City-sponsored public Budget Forum at Cleveland High School, and conspicuous among them were people wearing red attire, which for the evening at least connoted advocacy for retaining Park facilities.

Most of these people were Fulton Park Community Center advocates, but a few were southerners protesting the proposed closure of Buckman Pool, also on the Park Bureau's list of potential cuts.

In an on-site poll conducted with electronic devices, the top priority for general fund spending of those present was parks and recreation, followed in order of support by public safety-related programs, public utilities, transportation and community development.

In another poll those present were asked to prioritize their top safety concerns; the results in order were traffic safety followed closely by drug dealing, thefts from vehicles, gang activity, and burglary.



**Fulton Park Community Center may be spared from proposed budget cuts by Portland Parks and Recreation.** (Photo courtesy of Isabel Souza)

Portland Mayor Sam Adams conducted much of the meeting, and three of the other four City Council members attended; Commissioner Dan Saltzman was on a trip to Egypt.

Commissioner Nick Fish told *The Post* that he was impressed by the support for Parks programs, but noted that an earlier demographic quiz indicated that those at the Forum were not at all representative of the City as a whole. "It's a snapshot in time," he said.

Commissioner Amanda Fritz wore red in a conscious show of support for Fulton Park Community Center. Noting that its closure is estimated to save \$75,000 she said, "I'm sure we could come up with that money somewhere."

— Lee Perlman



**A regional conference hosted by the Earth & Spirit Council and Portland Community College Sylvania Campus at PCC Sylvania, 12000 SW 49th Ave., Portland, OR**

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Following the opening ceremony, a Youth and Elder Panel will convene. Speakers include:



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## Thanks for Your Cooperation



In April, the **Portland Water Bureau's** work to install a new water supply pipeline under **SW Naito Pkwy.** will move to sections of other streets on the pipe route: SW Caruthers St., SW Water Ave., SW Baker St., SW Hooker St., and SW 1<sup>st</sup> Ave.

This work will be done during daylight hours, normally 7:00 am to 6:00 pm, and will impact traffic in residential areas. There may be detours and street closures.

The work on SW Naito Pkwy. is not complete. In the months ahead, the contractor must return briefly to make a connection to an existing pipeline on SW Clay St.

The Portland Water Bureau wants to thank the public, especially motorists and the Marriott Hotel, for their patience while we work to upgrade the city's century old water system.





**Multicultural fair scheduled for April 24 at Robert Gray School**

By Don Snedecor  
The Southwest Portland Post

Robert Gray Middle School PTA's annual Multicultural Fair is scheduled for Tuesday, April 24, from

5:30 to 8:00 p.m.

Students, teachers, parents and community members are all invited to learn more about diverse cultures from around the world. A wide variety of delicious foods will be available to purchase.

Special guests include master drummer and educator Obo Addy, performing the traditional music

and dance of Ghana. Other event highlights will include the the Portland Metro Youth Pipe Band, a Chinese dragon exploration and parade, an informative display about Afghanistan, and a marimba band.

The fair includes student displays and performances including the French and Spanish language programs, the 8<sup>th</sup> grade family heritage

programs, poetry, writing and art. Soccer and table tennis activities will also be available.

Admission is free. Robert Gray Middle School is located in the Hillside neighborhood at 5505 SW 23<sup>rd</sup> Ave. For more information, contact the chair of this year's event, Dr. Heidi Sivers Boyce, at Heidi@sivers.com.

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# JP Morgan Chase Bank abandons plans for a new 4100-square-foot office

## HILLSDALE NOTEBOOK

By Scott Mobley  
The Southwest Portland Post

JP Morgan Chase Bank's recent decision to drop plans for a Southwest Capitol Highway branch office should rekindle long-term efforts to urbanize the Hillsdale Town Center, some neighborhood leaders are saying.

But the neighborhood will face serious challenges meeting those goals even with well-laid plans, others say.

Hillsdale risks becoming a generic "weigh station on the way to Beaverton" if the neighborhood doesn't seize opportunities to bulk up its central shopping area, said John Gould, a land use attorney, Hillsdale Neighborhood Association member and 40-year resident.

More stores and apartments would mean needed critical mass for local merchants, he said.

Gould is one of many who had strongly opposed Chase Bank's planned single-use, one-story branch building at 6361 SW Capitol Hwy next to the Baskin Robbins outlet, calling it a squandered development opportunity for the town center.

Hillsdale neighborhood and business associations should lobby Portland City

Hall for stronger zoning policies that will attract density to the district, said Gould.

"We need to find a way to break the current inertia and induce higher investment," said Gould. "Chase did us a favor by hitting us over the head so we don't give away our land to single uses that don't cure the situation."

But neighborhood leaders can't simply demand developers build what they want and expect to automatically get it, said Sheila Greenlaw-Fink, who heads Community Partners for Affordable Housing (CPAH), a local non-profit.

Hillsdale is well positioned to negotiate with developers based on a neighborhood plan emphasizing multi-story, mixed-used development in the town center, Greenlaw-Fink said.

Yet mixed retail and residential buildings are riskier and more complex to build than commercial strips, she said. Not many developers are willing to take that risk.

According to Greenlaw-Fink, "Without local incentives, as exist in urban renewal or enterprise zones, we may be waiting a long time."

"The developer would need to prove that a market exists for their product, which by virtue of the design standards and neighborhood input would produce higher rent and lease rates than the current Town Center inventory,"

said Greenlaw-Fink.

"They would need to attract new businesses willing and able to pay substantially higher rates," she said.

CPAH, the nonprofit Greenlaw-Fink directs, recently completed the Watershed, a four-story affordable housing center on the far west side of Hillsdale's commercial area.

On that project, neighborhood leaders helped raise money for features they wanted which the developer could not provide such as a public bench, drinking fountain and the building's illuminated "Hillsdale" marquee.

But 2,700-square feet of retail planned for the Watershed's ground floor are serving as offices for the non-profit since no businesses have come forward to lease the space.

The debate over whether Hillsdale should urbanize its commercial core ended long ago, Gould said.

Town Center zoning calls for development designed to limit auto use and encourage transit, walking and biking under a development plan in place since 1997.

And Hillsdale has long been a transit node, with 10 bus routes serving the business district.

Yet the commercial core remains essentially suburban and oriented for private cars and trucks despite this plan.

The low-slung 1950s-era parking lot-fronted shopping strips lining SW Capitol Highway have changed little over the years beyond some cosmetic touches.

The struggle over the character of development at 6361 SW Capitol Hwy

goes back at least to 2008, when crews leveled a former Texaco service station on the lot.

Wardin Investment Co., which owns the property and much of the surrounding commercial land, had originally planned to redevelop the lot itself. Architectural drawings show a single-story, 7,800-square foot building with four retail spaces lining the sidewalk.

A bike shop and other prospective tenants for the Wardin building withdrew as the Great Recession deepened in 2009.

Chase stepped in with a 30-year lease proposal in 2010. In August Chase asked the city for permission to build a 4,100-square-foot office -- less than half the minimum size required under the Hillsdale Town Center Plan.

The Chase proposal drew protest from neighborhood and business association members who said it did not realize Hillsdale's vision.

The bank in November agreed to a larger building along with canopy-covered parking and sidewalks to meet zoning requirements.

Hillsdale leaders welcomed Chase's willingness to work with the neighborhood, though the canopy idea irritated many residents all the more.

Some 600 signed a petition in December opposing the Chase revisions and asking the multinational bank for a mixed-use, two-story building.

Chase in late February instead abandoned the project. Neighborhood leaders now hope to attract a credit union that would anchor a mixed-use development at the former Texaco property.



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**COMMUNITY LIFE**

By Don Snedecor  
The Southwest Portland Post

**7 Alpenrose Dairy will be hopping** during its 50<sup>th</sup> annual Easter Egg Hunt on Saturday, April 7. Attendees should arrive early because thousands of people attend the holiday fete at the dairy farm (6149 SW Shattuck Road) each year, and traffic is heavy.

The Easter bunny will accompany the children during their quest for chocolate eggs: The egg hunt for ages 3 to 5 kicks off at 10:30 a.m., and ages 6 to 8 begin searching at 12:00 noon.

Radio Disney will be on hand, transmitting tunes from the dairy, and a concessions stand will offer hot dogs and ice cream for purchase. Admission and parking are free. For more information, call 503-244-1133 or visit [www.alpenrose.com](http://www.alpenrose.com)

**10 The Southwest Candidates Fair** will take place Tuesday, April 10 at 6:30 p.m. at the Multnomah Arts Center, 7688 S.W. Capitol Hwy. Sponsored by Southwest Neighborhoods, Inc., this year the forum will not include mayoral candidates.

With 23 mayoral candidates registered for the primary election, SWNI

leaders felt they could not be inclusive and still have time for a meaningful discussion.

They have invited candidates for Portland City Council positions 1 and 4 as well as speakers for and against Multnomah County Measure 26-125 on library funding. For more information visit [www.swni.org](http://www.swni.org) or call 503-823-4592.

**14 Second Saturday Family Dance** means fun dancing for kids and families with live music and Janet Trygstad calling! It's happening Saturday, April 14, from 4:30 to 6:30 p.m. at Fulton Park Community Center, 68 SW Miles St. \$6/adults, \$5/kids, \$20/family max. For more information call 503-775-6537.

**Kid & Habitat Friendly Yards:** Kids and nature can coexist without a plastic play structure! Education Director Matthew Collins will introduce participants to "Nature Play" as they create a backyard habitat that supports ecological health while allowing children to explore and play. Saturday, April 14, at Tryon Creek Natural Area, 11321 SW Terwilliger Blvd. Adult workshop 10:00 a.m. to 12:30 p.m. \$29/person. To register visit [www.pcc.edu/registration](http://www.pcc.edu/registration). Visit [www.tryonfriends.org](http://www.tryonfriends.org) or call 503-636-4398 for more information.

**26 Join Southwest Trails PDX** for their next meeting where retired ODOT traffic engineer and Southwest Portland resident Ed Fischer will present a slide show and talk about his recent trip to Europe with the American Association of State Highway and Transportation Officials.

The purpose of the trip was to look

at traffic calming, pedestrian and bike facilities in Europe and get creative ideas for possible implementation in the US. The meeting is Thursday, April 26 at 7:00 p.m. at the Watershed Building in Hillsdale (6388 SW Capitol Hwy).

Jillian Daley and Lee Perlman contributed to this calendar.



Gibbs Street pedestrian bridge. (Post photo by Don Snedecor)

**Gibbs Street pedestrian bridge on schedule to open in June**

Jean Senechal Biggs of the Portland Bureau of Transportation says that the Gibbs Street pedestrian bridge, spanning Southwest Barbur Boulevard and Interstate 5, is due to be "substantially complete" by April 30 according to the City's contract with the builders, and the project is on schedule to open this June.

After April 30, a month will be set

aside to complete a "punch list" of minor items still needing work. No operational or ceremonial "grand" opening had been set at press time.

The bridge, already visibly in place, extends from the east side of Southwest Macadam Avenue to Southwest Kelley Avenue, providing a direct pedestrian link from the South Waterfront to the older South Portland neighborhood.

— Lee Perlman

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