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# The Southwest Portland Post

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Metro Councilor  
Bob Stacey  
discusses Southwest  
Corridor Plan  
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Portland, Oregon

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April 2013

## New plan for regional ped/bike trail upsets Miles Place residents

### SELLWOOD BRIDGE

By Lee Perlman  
The Southwest Portland Post

There are parts of Southwest Portland where the prospect of getting a new sidewalk with a curb, at public expense, would have neighbors jumping for joy. Those are the plans for Southwest Miles Place, yet many residents are distinctly unhappy.

Last year City of Portland and Multnomah County planners determined that Miles Place should be part of a regional trail for bicyclists and pedestrians connecting downtown Portland with Lake Oswego and points south; they rejected alternate routes along Southwest Macadam Avenue and along the Willamette Shore rail right of way.

However, as County spokesperson Mike Pullen, and City transportation planner Mike McGee told a gathering of residents last month, they now propose to install a sidewalk with curb on the west side.

This will probably eliminate five

parking spaces on a street where parking is at a premium. They also plan to cut down a mature walnut tree growing in the right of way.

Currently Miles Place is a substandard street, without sidewalks. It works largely due to low traffic volumes; the City says there are no more than 120 auto trips a day on the west end, and residents say that on the east end the figure is closer to five.

However, officials say that when the regional trail is complete, and the new Sellwood Bridge opens, the street will see as many as 6,000 bikes a day, much more than the current maximum daily volumes.

"Pedestrians need a dedicated pedestrian corridor," McGee said. "This doesn't meet everyone's needs, but it's the best fit."

In response one woman said, "You said you couldn't please everyone,



Residents who live along Southwest Miles Place are concerned that a regional trail carrying 6,000 bicyclists per day is coming along with the new Sellwood Bridge. (Post photo by Lee Perlman)

but all but one or two people said they didn't want a curb. We're frustrated that we weren't heard at all." She added, "The biggest problem is bicyclists

who come screaming through and yell at cars when they try to pull out."

Carl Larson of the Bicycle Trans-  
(Continued on Page 6)

## Willamette Shore Trolley right-of-way future questioned by neighbors

By Lee Perlman  
The Southwest Portland Post

During Metro Commissioner Bob Stacey's visit last month, the South Portland Neighborhood Association discussed the potential future of the Willamette Shore Trolley right-of-way.

Once an active rail line of the Burlington-Northern and Southern Pacific railways, the Willamette Shore track from Johns Landing to Lake Oswego was abandoned until the 1980s.

At that point the right of way was re-established – at some public effort and

expense and despite the resistance of many adjacent property owners – and was used by a non-profit corporation for excursion rides.

In 2010, Portland and Lake Oswego city planners pursued an extension of the Portland Street Car along the Willamette Shore route. However, in the face of massive public opposition, a divided Lake Oswego City Council abandoned their support of the effort.

Last month Kerry Chipman, a South Portland board member and Johns Landing resident, suggested seeking other uses for the right of way. Stacey agreed, "There doesn't appear to be a

strategy for a streetcar line. Lake Oswego is not a willing partner, and without that you don't have an end destination."

However, Stacey continued, "I don't want to give up on rail transit in that corridor. I'm not confident we can continue to preserve the right of way without rail use."

Board member Jim Gardner agreed. "I was a Metro councilor when the right of way was acquired," he said.

According to Gardner, "There was a crucial question of whether it would be used for rail purposes or not. A trolley, running intermittently, qualifies as a rail purpose. It doesn't take much to preserve the right of way, but it does take something. Someday it may be used."

"And someday Santa Claus may visit," Chipman retorted. "Jim, I'm arguing that we're there. There's no rail line operating now. This is a pipe dream."

In a separate interview, Anne McLaughlin, a retired City planner, who worked to re-establish the right-of-way, told The Post, "The land in the corridor wasn't owned outright by [Burlington Northern-Southern Pacific] when they

abandoned it.

"What they owned was an easement for rail purposes, so if the rail line is no longer operative, the easement no longer exists, and the full ownership reverts to the owner of the adjacent property.

"There needs to be active rail use, not just planning for some future rail use. A lot of people would have preferred not to have a rail use in that corridor, but to have it still remain a public corridor for use by peds and bikes. But that never looked like a legal possibility, according to the attorneys working on it."

McLaughlin added that she could not be sure if the easement's legal status remains the same today, and people curious about the matter should seek a current legal opinion.

*Editor's Note: According to Mary Fetsch, TriMet media relations manager, "There are rail tracks on the (Willamette Shore) alignment, and the consortium continues to improve the track and operates passenger rail on these tracks, therefore the easement rights are preserved. Ownership is a mixture of fee parcels and rail easement."*



A vintage trolley car travels between Portland and Lake Oswego near the Elk Rock Tunnel. (File photo courtesy of Willamette Shore Trolley)

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# Letters to the Editor



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## South Waterfront condominiums primarily housing for the wealthy

Regarding "South Waterfront finally gets affordable housing at six-story Gray's Landing," by Lee Perlman, *The Post*, March 2013.

Lee Perlman's article about so-called "affordable housing" finally coming to the South Waterfront is a perfect example of how warped and out of touch the thinking is at City Hall.

Anyone who thinks affordable housing involves building 206 apartments for \$50 million is so far out of touch with reality that they shouldn't be allowed to hold public office!

The Portland city fathers have long been drooling at the lip over the prospect of developing the South Waterfront, even though the development which has so far occurred has all but ruined the historic Lair Hill neighborhood as well as John's Landing, as a result of the increase in traffic along the Macadam [Avenue] corridor.

To say nothing of the absurd property tax valuations that have resulted from having \$400-per-square-foot condominiums built right down the street and which are now used as comparables when the tax assessor does their "trend-

ing" analysis.

For the uninitiated, residential housing in a high-rise or mid-rise structure is a bad idea from the start as these types of buildings are easily the most expensive form of housing to build or maintain.

The only benefactor is the local government treasury, which just loves to cram as many over-priced condos onto the smallest parcel of land possible. For the rest of us, all this type of development has done is ruin many of the most livable, human-scale neighborhoods in the city.

When all is said and done the entire inner city district is going to house nothing but the wealthy in their sequestered, over-priced high-rise condominiums, with a token smattering of poor folks who are on display in "affordable housing" projects such as the project being developed by REACH Community Development at the South Waterfront

Carson Horton  
Beaverton

## No smoking rule ignored by management at Grays Landing

It appears that the No Smoking Adendum at Grays Landing (property) has been re-written by the management, who along with many if not most of the employees are smokers.

I am one of several people who are allergic to smoke and we are being subjected to second-hand smoke every time upon entering the building.

New policy, now posted on [the] bulletin board, says no smoking inside [the] building. Sidewalk smoking is being allowed.

Many tenants are smoking on Grays Landing property, in violation of smoking policy, and this is being overlooked by management.

There is no place [smoking is allowed].

On the sidewalks, the 10 feet from doors and windows allowance applies, with balconies or open windows on the second floor [vulnerable to second-hand smoke].

On the REACH side of the building, signs are posted by all doors, "No Smoking Within 10 Feet."

As a walker, I have noticed that there are no other apartments or condos in South Waterfront that have residents smoking on the sidewalks around their building.

I realize that lack of education (thus low income) plays a part in this situation at Grays Landing.

[Managers] have made a point of stating that they do not want Grays Landing to look like a low-rent building, but that is exactly what they are creating: a six-story trailer park atmosphere.

P.S. Yes, I know that there are some very nice respectful people living in mobile home parks.

Jack Devine  
South Waterfront

## Thirty-five dollar arts tax stupid and frustrating

To all who voted to give elementary kids special art classes, what were you thinking? We already pay enough taxes and to think that you voted for each of us to pay \$35 per year (or more if we don't pay on time or if we pay online).

This [is] a lot of money out of our household budget and it is easy to see why people are upset. When most of us were in school, we did art with our

elementary school teachers and we did just fine so why can't little kids [do] the same today?

This tax is one of the most stupid and frustrating things that Portland voters have done in a long time. What were [they] thinking?

Patti Waitman-Ingebretsen  
Multnomah Village

## Victim of theft urges thief to donate time to charity

I've never written a letter to a newspaper, but I had a situation occur in Multnomah that is bothersome. I grew up nearby walking through the Village on my way to school for years.

I still go back regularly with my sisters and make purchases from local merchants to support them. About a month ago I took my sister and her grandchildren to the new yogurt shop.

I had just purchased an expensive bottle of spices from Indigo Traders. I set this bottle down in order to pay for their yogurt and when I turned around to pick it up it was gone!

I looked all over and it was just gone. One, this is upsetting, because it took me about two hours of work to pay for this spice. Second, it happened in little Multnomah Village, where locals trust each other.

I am shocked, hurt and hope that whoever took this uses it well and considers giving two hours of their time to someone else. Give two hours to the Neighborhood House or seniors who need it.

Anonymous via email

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**NEIGHBORHOOD NEWS**

By Lee Perlman  
The Southwest Portland Post

**Sunday Parkways scheduled for September 29 in Southwest**

Sunday Parkways will be back next year, including one that will take in Southwest Portland on September 29, Linda Ginenthal of the Portland Bureau of Transportation told the Post.

This can be done despite the severe budget cuts all bureaus are going through, she said, because part of the appropriation for the event is contained in the adopted 2012-2013 budget.

During Sunday Parkways, a roughly circular route, usually on local streets, is shut off to auto traffic for five hours, allowing bicyclists and pedestrians to tour the area in a relaxed way. There are special activities in parks along the route, and vendors of all sorts lining the way.

Last year, for the first time, there was a Sunday Parkways event that included parts of Southwest. Without providing specifics, Ginenthal said the southwest route will be altered this year and will be shorter for bicyclists.



Portland Sunday Parkways will be held in Southwest Portland again this fall. (File photo courtesy Portland Bureau of Transportation)

**Council adopts historic review changes**

In late February the Portland City Council adopted a series of changes to the procedure for exterior work on historic landmarks or buildings in national historic districts.

The changes, in response to criticisms of the process by both proponents and opponents of such districts, are designed to make the reviews easier, shorter and cheaper.

As part of the process, the Bureau of Planning and Sustainability called

for exempting some things from review, such as handicapped ramps, fire escapes, storm windows, and minor changes on parts of the structure that are not visible from the street.

Other matters, including changes that cover a total of less than 150 square feet, and restoration work that makes an historic structure more like it originally was, will be subject to a Type I review process.

In this case, a city planner will make a decision on the appropriateness of the change, and his/her word is final; the only avenue open to someone who disagrees is an appeal to the state Land

Use Board of Appeals, a costly and time-consuming process.

Currently all exterior work on structures in historic districts beyond routine maintenance is subject to a Type II procedure, which takes six to eight weeks, costs a minimum of \$900 and allows an appeal to the Portland Historic Landmarks Commission that involves more time and expense. Type I takes no more than three weeks, and the proposed fee is \$500 or less.

**COMMUNITY LIFE**

By Don Snedecor  
The Southwest Portland Post

**6 Trillium Festival:** The 33<sup>rd</sup> Annual Trillium Festival provides an excellent opportunity for the public to get out in nature and pay tribute to spring with a wonderful lineup of activities including one of the region's first native and hardy plant sales of the season; guided hikes; children's activities; artisan craft and garden art vendors; and much more. Visit the weekend of April 6-7, 10:00 a.m. to 4:00 p.m. both days. Free. Tryon Creek State Natural Area, 11321 SW Terwilliger Blvd. For more information and to register please visit [www.tryonfriends.org](http://www.tryonfriends.org) or call 503-636-4398.

(Continued on Page 6)

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# Frozen yogurt shop replaces cleaners in Vermont Hills

## THE COUNTRY STORE

By Erik Vidstrand  
The Southwest Portland Post

Frozen yogurt has entered the community. When Gabriel Park

Cleaners closed last year due to family health issues, a local couple jumped at the opportunity to create a new retail space.

The idea of a warm, cozy spot serving dessert came to Mark and Shawn Preble while in Palm Springs.

Mark, a marketing professional by day, drew up a business plan and

researched similar shops in the area. One place showed up as a favorite: Nectar Frozen Yogurt Lounge located in Sellwood.

With two young daughters in hand, the entrepreneurs decided to try it out and loved it.

Little did they know Nectar would soon expand to a second lounge in Multnomah Village which opened last fall. But leases were already signed and the project went forward despite the competition.

"It was time," Shawn explained. "We've never done anything like this and it took a leap of faith opening up a yogurt shop with all the competition."

On the magical date of 12/12/12, Sunny's Legendary Frozen Yogurt opened in the Gabriel Park shopping center at Southwest 45<sup>th</sup> Avenue and Vermont Street.

Gone are altered wedding dresses and starched shirts; instead, frozen flavors like s'mores (toasted marshmallow and milk chocolate), lemon pound cake and mango tango sorbet await.

"The recipes are all kosher," stated Shawn who manages the store.

"We're in discussion with a local rabbi who's already been in to certify a section of the toppings as kosher as well."

There will also be signs alerting customers to the presence of nuts, peanuts and gluten in certain toppings. (The yogurt is all gluten free.)

As an added touch of community spirit, Sunny's will work with an organization to generate fun ways to raise money. Maplewood Elementary was one of the first. Spring hours are daily 11am - 11pm, Sundays until 9.



Southwest Community Health Center  
(Post photo by Leslie Baird)



Sunny's Frozen Yogurt opened on December 12 in the Vermont Hills Shopping Center.  
(Post photo by Erik Vidstrand)

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## Health center celebrates 8th anniversary in Multnomah Village

Craving those wonderful Kiwanis pancakes and sausages? Can't wait until Multnomah Days? Then your lucky day is coming next month!

The Southwest Hills Kiwanis will host yet another mouth-watering breakfast fundraiser for the Southwest Community Health Center.

The pancake breakfast is scheduled for Saturday, May 4, from 8:00 to 11:00 a.m. at the Lucky Labrador Public House in Multnomah Village. Tours of the clinic will take place during those hours.

Located next to Multnomah Village Antiques in Dr. Ray Foster's old office, the health center will celebrate eight years of providing basic health care to low-income uninsured individuals.

The small clinic is growing: It recently had its 10,000<sup>th</sup> visit late last year. There are over 150 volunteers- 92 of them are doctors, many volunteering and learning from OHSU and Legacy.

"There is a sliding fee scale based on ability to pay," said Samira Godil, executive director.

Ms. Godil spoke at the March Multnomah Neighborhood Association meeting, and asked for support from the association for the upcoming pancake breakfast.

"The uninsured amongst us include the working poor, elderly and immigrants," Ms. Godil explained. "Many workers don't work enough hours in one job for enrollment in health plans."

The majority of the patients seen over the past years are between 20 and 65. It's been a safety net clinic that focuses on these individuals in the Southwest Portland area.

The skills and kindness of volunteers are the backbone of the health center. It makes it possible for the clinic to provide quality health services.

There are a variety of opportunities that are available by checking out the website.

The SWCHC has clinics every Tuesday and Thursday from 4-8PM and Monday evenings from 6-8PM. Please call 503-977-0733 or visit [www.swchc-pdx.org](http://www.swchc-pdx.org).

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# Councilor Stacey says primary goal of Metro is less driving, more transit

## SOUTHWEST CORRIDOR PLAN

By Lee Perlman  
The Southwest Portland Post

“Metro is a feast for me,” Metro Councilor Bob Stacey told the South Portland Neighborhood Association last month. “It’s not where citizens look for services, but it’s the center of planning.”

Stacey is newly elected to District 6, which includes Southwest Portland from downtown to Southwest Barbur Boulevard.



Metro Councilor Bob Stacey (District 6)

His background includes time spent as Portland Bureau of Planning director and executive director of the land use advocate group Thousand Friends of Oregon.

“My self-appointed job is to preserve the (existing) Urban Growth Boundary,” Stacey said. “We can either push it further out into the countryside, or we can be sensible and accommodate growth within it.”

“The reason we have potholes, don’t have sidewalks and don’t have other amenities is because we’ve invested so much on the urban edge.”

Another problem is that the Oregon gasoline tax, a chief source of transportation-related revenue, is decreasing. “Oregonians are driving less and driving more fuel-efficient cars,” Stacey said. “We need to push our dollars further or find new sources of revenue.”

A primary goal of Metro is for people to drive less, Stacey said, “and we can drive less if we have choices that let us do it.”

Metro is seeking to create such a choice through the Southwest Corridor Plan, which will create a light rail or bus rapid transit route along Highway 99W from downtown Portland to Sherwood. Stacey is on the project’s Steering Committee.

A map associated with the project contained a series of red circles denoting major destinations. South Portland board member Bill Danneman noted that Oregon Health and Sciences University occupied such a circle.

Stacey responded, “What the map was intended to convey is that this is

an area that we need to have a plan for serving. It doesn’t mean that this facility needs to be served directly.”

“There are lots of circles, they don’t all fall under one option, and you couldn’t serve them all with one option,” said Stacey. “What you need is a network, with the rest served by buses. For OHSU, the question is how you do that. There are open minds on the committee.”

Another board member, Jim Gardner, questioned the use of Southwest Naito Parkway in some options. Gardner has long been an advocate of the South Portland Circulation Study.

The 35-year-old plan would remove much of the roadway near the Ross Island Bridge, shrink Naito back to a local street, and use the land thus reclaimed for other uses.

Gardner said he feared the proposed route would interfere with this. He was also concerned about the assignment of certain “bundles” of improvements to certain options.

“I wouldn’t discourage you from making that point,” Stacey told Gardner.

According to Stacey, “We made a purposeful decision to put some projects in some bundles to make comparisons. We don’t have the money to do everything on the project list. If you say that this needs to be revised, you need to make that point.”

The Southwest Corridor Plan process has also been criticized by others, including Southwest Neighborhoods, Inc. board chair Marianne Fitzgerald. “Marianne made a strong point that people didn’t see the draft bundles until the day before,” Stacey said.

“They showed intense work by staff rather than more inclusive engagement of the community. But every one of the projects had been vetted with the public in the past.”

“What about projects left out? Well, no irrevocable decision has been made not to include such projects. It’s fair criticism, there wasn’t enough time for people to dive in and dig. Hopefully, there’ll be more later on.”



Southwest 26th Avenue and Barbur Boulevard is one of the potential light rail or rapid transit stations in the Southwest Corridor Plan. (Post file photo by Don Snedecor)

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**SELLWOOD BRIDGE**

**New plans for Regional Trail**

*(Continued from Page 1)*

portation Alliance said he agreed with much of this. "What I see is, I don't want to throw bicyclists into a bad situation," he said.

"I understand drivers here are just trying to get to their driveway, and they have bicyclists shaking their fists at them." The proposed design "narrows the roadway and makes it less appealing to fly through. I like the idea of being able to walk comfortably."

Turning to the audience, Larson said, "You guys are absolutely right: cars are not the issue here. There's an effort to make it clear to bicyclists that they must respect pedestrians."

Resident Mike Dowd replied, "I disagree with a lot of that. If you let everyone use the whole street, everyone can get out of the way. You should make the place like a linear plaza."

The proposed plan "kills the entire character of the street," he said.

Another resident agreed and particularly lamented the loss of the walnut tree.

"I don't want you to think we didn't hear you," McGee said. "There were two versions of this plan, and one rose to the top."

Pullen later said that City agencies



**Marilyn Love (right) chats with a couple of pedestrians along Miles Place in March.**  
*(Post photo by Lee Perlman)*

will continue to work with affected property owners and "consider public input" through the end of the year.

**Macadam Avenue hillside blasting work continues**

Multnomah County crews spent the last part of March blasting at the adjacent hillside to create a new right-of-way for Southwest Macadam Avenue/Highway 43 near the Sellwood Bridge, and the work went well.

According to Multnomah County spokesperson Mike Pullen, the County tends to measure negative impact by

public complaints, "and I'm happy to say we haven't had any. The charges were planted so deep that there was very little surface noise."

The road was closed for an hour after each blast to allow the debris to be cleared, he said, "but it was so late at night that the impact was minimal."

Crews are now working on installing anchors in the bed rock where an old landslide has been "so that the hillside doesn't move anymore," Pullen said.

This month other crews will be working to remove the concrete piers on the site of the old bridge. In-water work on the new bridge is set for July, he said.

**COMMUNITY LIFE**

*(Continued from Page 3)*

**7 Steampunk Craft Workshop:**

One part science fiction, another a Victorian-era history that never was, steampunk is a literary genre influenced by a number of classic books like Frankenstein and 20,000 Leagues Under the Sea as well as contemporary books and films. Steampunk is inspired by the world of gears, steam engines, and zeppelins. Artist Shawn Bowman will show you some crafty ways to get this sci-fi look from thrift store finds and things you might have at home. For teens and adults. Register online, in the library or by calling 503-988-5385. Capitol Hill Library, Sunday, April 7, 2:00 to 4:00 p.m.

**30 Garden Home Community Sustainability Fair:**

Peruse booths on various sustainable topics and businesses from gardening to recycling to water. Recycled craft station for kids and a free raffle drawing for adults. Tuesday, April 30, 4:00 p.m. to 6:00 p.m. in the Garden Home Recreation Center, 7475 SW Oleson Rd. Free and open to the public. Presented by the Garden Home Community Library. For more information call 503-245-9932 or visit <http://garden-homelibrary.org/>.

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# EARTH TALK™

Questions & Answers About Our Environment



(Stock photo courtesy of Stock Seed Farms)

**Dear EarthTalk:** I'd like to have a garden that encourages bees and butterflies. What's the best approach?

— Robert Miller, Bakersfield, CA

Attracting bees and butterflies to a garden is a noble pursuit indeed, given that we all depend on these species and others (beetles, wasps, flies, hummingbirds, etc.) to pollinate the plants that provide us with so much of our food, shelter and other necessities of life.

In fact, increased awareness of the essential role pollinators play in ecosystem maintenance—along with news about rapid declines in bee populations—have led to a proliferation of backyard “pollinator gardens” across the U.S. and beyond. “Pollinators require two essential components in their habitat: somewhere to nest and flowers from which to gather nectar and pollen,” reports the Xerces Society, a Massachusetts-based nonprofit that protects wildlife through the conservation of invertebrates and their habitat.

“Native plants are undoubtedly the best source of food for pollinators, because plants and their pollinators have co-evolved.” But, Xerces adds, many varieties of garden plants can also attract pollinators. Plant lists customized for different regions of the U.S. can be found on the group’s website

Any garden, whether a window box on a balcony or a multi-acre backyard,

can be made friendlier to pollinators. Xerces recommends providing a range of native flowering plants that bloom throughout the growing season to provide food and nesting for bees, butterflies and other pollinators.

Xerces also says that clustering flowering plants together in patches is preferable to spacing individual plants apart. “Creating foraging habitat not only helps the bees, butterflies and flies that pollinate these plants, but also results in beautiful, appealing landscapes.”

Along these lines, gardeners should plant a variety of colors in a pollinator garden, as color is one of the plant kingdom’s chief clues that pollen or nectar is available.

Master gardener Marie Iannotti, an About.com gardening guide, reports that blue, purple, violet, white and yellow flowers are particularly attractive to bees.

She adds that different shapes also attract different types of pollinators, and that getting as much floral diversity of any kind going is a sure way to maximize pollination.

Another way to attract pollinators is to provide nest sites for bees—see how on the xerces.org website. The group also suggests cutting out pesticides, as

these harsh chemicals reduce the available nectar and pollen sources in gardens while poisoning the very insects that make growing plants possible.

Those looking to go whole hog into pollinator gardening might consider investing \$30 in Xerces Society’s recently published book, *Attracting Native Pollinators: Protecting North America’s Bees and Butterflies*, which provides a good deal of detailed information about pollinators and the plants they love.

Gardeners who have already encouraged pollinators can join upwards of 1,000 others who have signed onto Xerces’ Pollinator Protection Pledge.

And the icing on the cake is a “Pollinator Habitat” sign from Xerces stuck firmly in the ground between two flowering native plants so passersby can learn about the importance of pollinators and making them feel welcome.

**CONTACTS:** Xerces Society, [www.xerces.org](http://www.xerces.org), About.com “Bee Plants,” [http://gardening.about.com/od/attractingwildlife/a/Bee\\_Plants.htm](http://gardening.about.com/od/attractingwildlife/a/Bee_Plants.htm).

**Dear EarthTalk:** I heard that my food choices can affect the use and therefore availability of fresh water around the world. How so?

— Denise Beck, Washington, DC

Our food choices and the availability of fresh water are inextricably linked. The crux of the problem is that human population numbers keep growing—we recently topped seven billion people worldwide—yet the amount of fresh water available remains finite.

And growing food and raising livestock to feed increasing numbers of humans takes a great deal of water. Worldwide, some 70 percent of fresh water is used for agriculture.

The United Nations Food and Agriculture Organization (FAO) estimates that, by 2050, two-thirds of the people on the planet will lack clean water to meet even basic needs.

According to the Vegetarian Resource Group, the livestock industry is the largest user of fresh water in the U.S. and in many other countries. The billions of livestock animals raised for food around the world each year consume substantial amounts of water directly.

The industry also negatively impacts the replenishment of fresh water through the compaction of soil, the degradation of banks along watercourses, the clearing of forests to expand grazing, and other factors.

An even larger issue is the water needed to grow the feed that livestock eat. Researchers for the 2006 FAO report “Livestock’s Long Shadow” report that 2,400 liters of water go into the production of one hamburger, while only 25 liters are needed to produce a potato.

Likewise, a cheese pizza requires 1,200 liters of water—given the drinking, cleaning and feed needs of dairy cows—while a tomato pizza only needs 300.

Eliminating meat consumption would be a surefire way to save vast amounts of fresh water, and switching to a vegetarian or vegan diet is one way an individual can make a big impact on

(Continued on Page 8)

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# EARTH TALK

Questions & Answers About Our Environment

(Continued from Page 7)

water consumption.

"On average, a vegan, a person who eats no meat or dairy, indirectly consumes nearly 600 gallons of water per day less than a person who eats the average American diet," reports Sandra Postel, director of the Global Water Policy Project and the lead water expert



How much water you consume depends directly or indirectly on what you're eating. (Photo courtesy of iStockPhoto)

on the National Geographic Society's Freshwater Initiative.

But those loathe to giving up meat entirely should consider switching to only grass-fed beef. According to Postel, it takes some 5,300 liters of fresh water for every dollar's worth of grain fed to a typical beef cow, while the water required to feed grass-fed cattle falls on the pasture from the sky, meaning it is free and does not deplete groundwater reserves at all. "Not all burgers are created equal," she says.

Postel adds that another way to cut down on one's water footprint would be to give up or cut back on coffee: One cup takes some 55 gallons of water to make, with most used to grow the coffee beans.

Choosing organic food can also help keep an individual's indirect water consumption in check. Organic farming techniques conserve water both by using less, increasing the water-holding capacity of soils and reducing erosion as well as by not polluting nearby water bodies with run-off from synthetic chemical inputs.

**CONTACTS:** Livestock's Long Shadow, <http://www.fao.org/docrep/010/a0701e/a0701e00.htm>; Global Water Policy Project, <http://www.globalwaterpolicy.org>; National Geographic's Freshwater Initiative, <http://environment.nationalgeographic.com/environment/freshwater/about-freshwater-initiative>.

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## POLICE BLOTTER

### Portland Police respond to possible cougar sighting in Southwest Portland

March 26, 2013, at approximately 2:00 p.m., Portland Police officers assigned to Central Precinct responded to the area of Southwest Sam Jackson Park Road and 10th Avenue on the report of a cougar in the neighborhood.

Officers contacted the caller who reported seeing a large animal with a two-foot-long curled tail behind a residence in the 3300 block of Southwest 10th Avenue.

The caller and another person reported to police that they are hunters and are familiar with cougars. Officers checked the area but could not confirm the presence of a cougar.

The neighborhood where the possible cougar sighting occurred is directly above Oregon Health Science University, Doernbecher Children's Hospital, the Shriners Hospital for Children, and the Portland Veterans Administration Medical Center. This neighborhood is next to Marquam Nature Park and not

far from Washington Park.

The Oregon Department of Fish and Wildlife (ODFW) has some tips to remember about cougars: [http://www.dfw.state.or.us/wildlife/living\\_with\\_cougars.asp](http://www.dfw.state.or.us/wildlife/living_with_cougars.asp).

ODFW advises the following if you encounter a cougar:

**STOP** - Never approach a cougar at any time for any reason.

**STAY CALM** - Face the cougar and do not turn your back towards it. Do not run. Running encourages it to chase.

**APPEAR LARGE** - Make yourself look large. Do not bend over or crouch down. Raise your hands. Hold your coat open. Hold small children.

**FIGHT BACK** - Fight back if attacked.

**MAKE NOISE** - Make noise while hiking to reduce the chance of surprising a cougar.

**KEEP CHILDREN CLOSE** - Always keep children close by and in sight.

**AVOID WALKING ALONE** - While there have been no other reported cougar sightings, the Portland Police Bureau would like community members to be aware of the possible sighting and encourages anyone seeing a cougar not to approach it but to immediately call 9-1-1.

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