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# The Southwest Portland Post

Southwest Portland's Independent Neighborhood Newspaper

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Portland streetcar route  
passed by both city  
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Portland, Oregon

Complimentary

May 2011

## Oregon Humane Society opens adoption center on Macadam Avenue

By Polina Olsen  
The Southwest Portland Post

When Rob and Nanci Dennis spotted Lola, their sorrow turned to joy. In fact, nobody could stay sad around this spunky Terrier mix. And, they didn't have to drive far to find their new small



Nate Zoucha and Nancy Tonkin stopped to admire Boss, a three year old Chihuahua who is looking for a forever home. (Post photo by Polina Olsen)

friend.

The Dennises arrived early for the grand opening of the Oregon Humane Society's westside adoption center. Lola waited along with dogs and cats that will help end petlessness forever.

The new facility is located at 6100 SW Macadam Ave., next to Starbucks, inside LexiDog Boutique & Social Club. It provides animals waiting for new homes a taste of paradise.

The dogs play at daycare all day before a warm dip in the therapy pool. Volunteers walk them. They eat only the finest. Meanwhile cats, like Hermione, find homelike rooms with nooks, crannies and everyplace to climb.

"In 26 years of marriage, we've had a total of four days without a dog," Nanci Dennis said as



Nanci and Ron Dennis with their new family member Lola. (Post photo by Polina Olsen)

she pulled a sweatshirt hood around Lola's head. The pink showed off the dog's licorice nose.

"We just lost a dog Tuesday. Our hearts broke but in her honor, we wanted to adopt again," said Dennis. Like other pet humans, they found perfect accessories out in the lobby boutique. "We bought everything in pink. She looks like Anna Nicole."

Hundreds of people and a dozen dogs milled around as volunteers

passed out lemonade and cake. David Lytle, the OHS Public Affairs Manager strolled among the crowd.

"For a long time, we wanted to expand to a location in the Southwest," Lytle said. "Here, the dogs get in this social area with lots of other dogs, and their personalities blossom."

Lytle emphasized adopters receive the same services they would find in the Northeast Portland OHS facility.

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## School tax measures debated at Multnomah Center forum

By Lee Perlman  
The Southwest Portland Post

At a forum last month, two speakers said Portland couldn't afford the Portland School District's proposed \$548 million bond measure. Two others said we can't afford not to pass it.

The debate took place last month at a forum sponsored by Southwest Neighborhoods, Inc. About 30 people attended the event, held on April 15 at the Multnomah Center.

The District is proposing two measures with different purposes. A five-year, \$250 million levy will be used to maintain staff at the district, reducing (but not eliminating) the need for laying off teachers and increasing class sizes.

The bond measure, spread over 20 years but with the heaviest assessments coming in the first six, would be used to rebuild nine particularly deteriorated school buildings and upgrade 86 others.

The levy will cost property owners \$.74 per \$1,000 of assessed value (in addition to a \$1.25 per \$1,000 levy still in effect) for the first year, and \$1.99 per

thousand for four years after this.

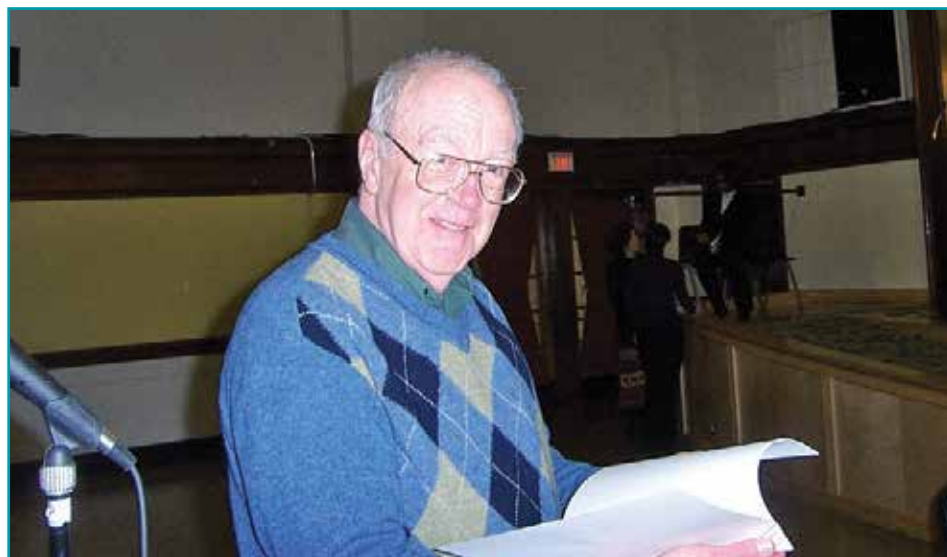
The bond measure would cost \$1.99 per thousand for the first six years, \$.15 per \$1,000 for the next 20. It would be the largest tax measure in Oregon's history.

Barbara Smith Warner, parent of two children in northeast Portland's Beverly Cleary School, said she favored both measures. Because of the economic downturn and reduced state funding, PPS stands to lose \$350 per student, she said.

"Will the bond measure fix this?" She asked. "No, it won't, but it's the best option we have now, and we need it. None of this will go to administration. The school board has determined that we can't afford not to do this. Our aging schools are continuing to deteriorate.

"This is an investment in our future, and like all investments it will generate returns," Warner said. "It will keep us competitive with other districts. It will give us stronger neighborhoods with higher property values."

According to Warner, "Businesses will come and stay in Portland because of our commitment to our schools.



Will Fuller, SWNI Schools Committee chair, at the School Tax Measures Forum at the Multnomah Center, April 15. (Post photo by Lee Perlman)

This is Portland, where we believe in studying problems, and coming to conclusions."

Lindsay Breshauer, a former construction company owner, came to a different conclusion about the bond. "I know what happens when you try to build with inadequate funds," she said.

"When you take on a project of this magnitude, you need a 20 percent contingency. By the time you're ready to break ground, you're lucky to have five percent contingency left," said Breshauer.

"The district is starting with a 12 percent contingency, and by the time you go through public involvement, you will have zero."

"These are old schools," Breshauer continued. "Where will funding for the inevitable changes come from? You'll have to take some proposals off the table. Imagine how you'll feel when

you're paying \$300 to \$400 more (in taxes), yet see your school swiped off the list."

As to the levy, Breshauer said, "I oppose it on principle. When you have a \$19 million budget hole and you have to lay off 350 teachers, you don't go around and write pay increases for the rest. It's bad policy."

Mike Roach, Hillsdale activist, owner of Paloma Clothing and father of a Lincoln High School graduate, said, "This is our opportunity to give back, as our parents and grandparents did. There are real safety issues, and the bond will address them."

The Seattle School District recently went through a similar process, and Portland can learn from its successes and failures, Roach said.

Eric Fruits, an economist, Laurelhurst resident and father of four, is part of the

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# Letters to the Editor



The Southwest Portland Post  
4207 SE Woodstock Blvd #509  
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Fax: (866) 727-5336  
email: news@multnomahpost.com

## BES should pay fair share of storm water improvements needed on Capitol Highway

We have been actively advocating for sidewalk and bicycle path improvements to Southwest Capitol Highway for almost 20 years. The SW Capitol Highway Plan was adopted by City Council on January 31, 1996, although planning began many years prior to that date.

The SW Capitol Highway Refinement Plan Citizens Advisory Committee recently updated the design for the segment between SW Multnomah Boulevard and Taylors Ferry Road.

The updated design meets current requirements of the Bureau of Environmental Services (BES) for on-site storm water management (17.38.040).

About half of the current cost estimate of \$19.1 million is due to the storm water requirements, yet as we understand it, the Bureau of Transportation (PBOT), not BES, will be responsible for most of that cost.

We need to find ways to reduce those

costs, through context-sensitive designs and cost sharing. Just building half of the project (one side of the full corridor) only saves 18 percent of project costs due to the need for on-site storm water management.

Building the full cross-section in phases will add 22 percent to the total project cost. We need to find ways to build needed infrastructure in a more cost-effective way.

We want to build sidewalk and bike path improvements in SW Portland, but because there is no existing sidewalk or storm water management systems, not even curbs on most of our arterial streets, it will be cost-prohibitive for PBOT to absorb these costs.

BES needs to make a significant contribution to storm water improvements in locations where PBOT is constructing sidewalk and bike path infrastructure. BES needs to be more flexible in its design requirements. There is precedent for using citywide sewer and storm water fees for local improvements. In December 1992, the City of Portland's Clean River Funding Task Force recommended, "All sewer users regardless of area characteristics, such as type of service received, should help pay for the CSO facilities."

Most of Southwest Portland did not ever have combined sewers, yet we have been paying for improvements to these facilities in other parts of Portland for almost 20 years.

Residents in SW Portland are also paying for Underground Injection Control (UIC) improvements, yet most of the UICs are located in outer East Portland. It is time for all sewer users to pay for needed storm water management infrastructure in SW Portland.

We appreciate that BES has been constructing many new watershed projects

in our neighborhood. These swales help improve water quality, and create some improved public right-of-way surfaces, but they do not allow people of all ages and abilities to walk to their desired destinations.

If BES were required to make all of its improvements in the right-of-way ADA compliant, it would significantly add to storm water improvement costs.

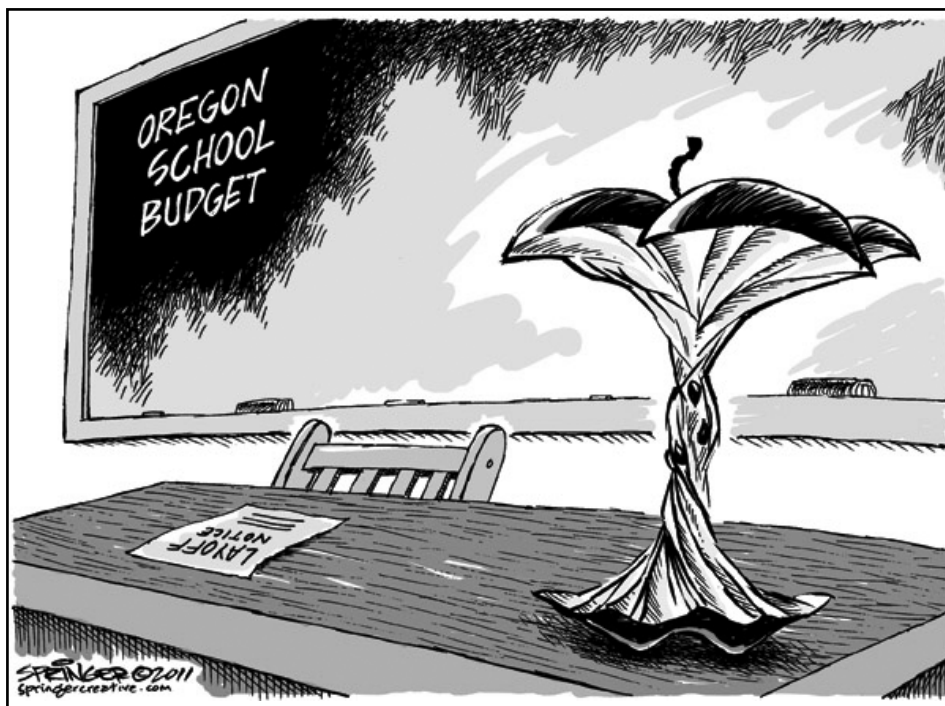
We are asking BES to coordinate with PBOT and share the costs of achieving the win-win of improving transportation systems and water quality associated with sidewalk and bike path improvements. We need sidewalk and bike path infrastructure improvements in order to meet the CIS's goals to create healthy, connected communities.

We need to be able to walk to shops and transit stops and schools. We envision more flexible designs that account for the local environment and other unique situations.

The segment of SW Capitol Highway between Multnomah Village and SW Taylors Ferry Road is a key missing link in the transportation infrastructure in SW Portland.

It is a major north/south spine that travels through the heart of SW Portland, with good bus service, well-worn goat paths, and major destinations within a half-mile in either direction, and the Portland Community College Sylvania campus to the south.

The full cross-section improvements are needed to help people walk and bike  
*(Continued on Page 4)*



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# Controversial Portland to Lake Oswego streetcar route passed by both city councils

By Lee Perlman  
The Southwest Portland Post

After hours of debate as to whether they should jointly build a new \$458 million streetcar line, divided Portland and Lake Oswego city councils gave a less than resounding "maybe."

The seven-member Lake Oswego council heard from more than 90 citizens in a hearing lasting more than three hours, and a week later held a debate among themselves lasting almost as long, before voting four to three to approve their share of a \$470,000 feasibility study for the proposed line.

The next day the Portland Council heard from more than 20 citizens (including several Lake Oswego Councilors and residents) before approving the study by a four to one vote.

Even its proponents agree that the proposed line is an unusual streetcar project. Typically, such vehicles are "circulators" that help people navigate dense urban neighborhoods, traveling

at an average speed of five miles per hour.

The proposed line would be a regional facility traveling between cities through the unincorporated, wealthy and ultra-low density Dunthorpe community. It would travel on the Willamette Shore right of way, an abandoned rail line purchased jointly by several governing bodies for \$2 million in 1988.

Between the route's few Dunthorpe stations, unimpeded by other traffic, the streetcar could reach a speed of 55 miles per hour.

Although the right of way is one of the main selling points of the project, the proposed route would depart from it through part of South Portland, traveling for about a half-mile along Southwest Macadam Avenue.

This is in response to area residents and businesses, who argue that here a Macadam route will have less adverse effect on existing housing, and more catalytic encouragement toward development, than Willamette Shore.

As with other streetcar projects, it is



The Portland Streetcar stops near Portland State University. (May 2007 photo courtesy Wikipedia)

considered to be as much of a development tool as a transit mode. Supporters say that past projects have produced far more development, at greater density, along streetcar routes than other parts of the same neighborhoods.

In this case, project staff claims that new development near the line in South Waterfront has the potential to bring in as much as \$7 million a year in new property taxes, and more than \$5 million in System Development Charges.

As to the expense, proponents say that \$80 million of this represents the current value of the right of way. They hope to get the Federal Transit Administration to pay for 60 percent of the cost, and to use the right of way value as part of the local match, bringing Portland's share of the cost down to just \$30 million in cash.

In Lake Oswego, streetcar supporters

say that the route is the missing ingredient to make the projected Foothills high-density development work. Many opponents believe this to be the case, and are against the project for this reason.

Nor are the suburbanites alone. Last month the South Portland Neighborhood Association board gave a divided, and half-hearted, vote of support to the project.

One of those who voted against it, Jim Gardner, said he feared the project would be an impetus to increase the zoning density in the Johns Landing area. "Johns Landing could become another South Waterfront, with 325-foot towers blocking views and more traffic," he said.

At Lake Oswego opponents questioned many aspects of the project, including its costs. Project manager

(Continued on Page 7)

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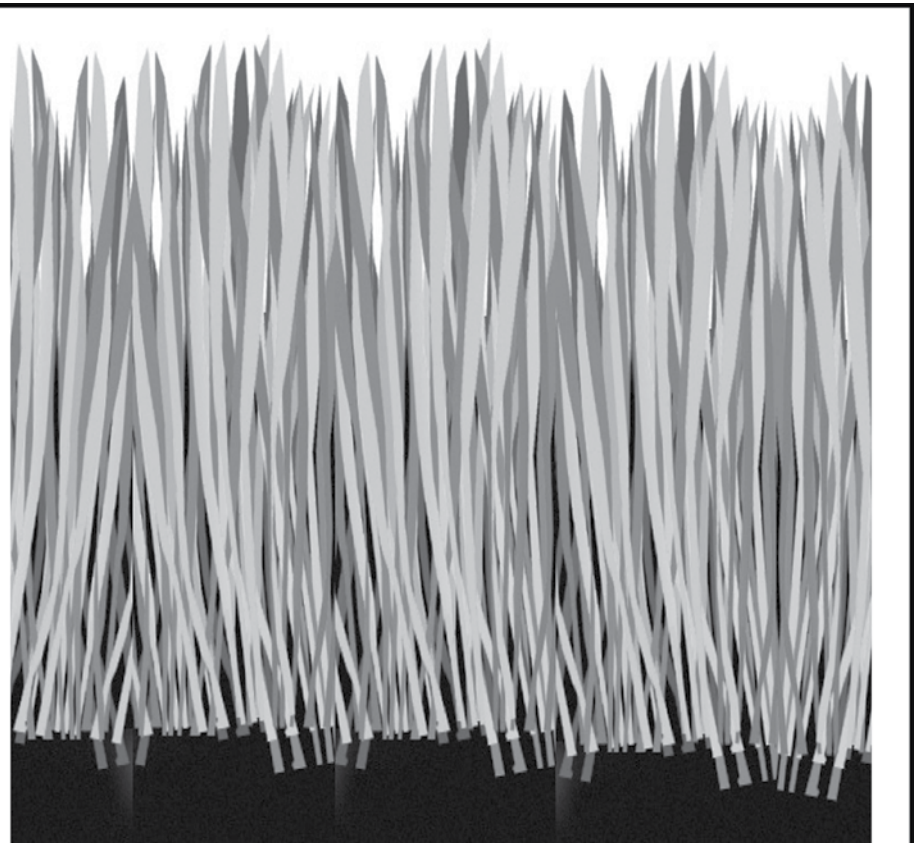
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**NEIGHBORHOOD NEWS**

By Lee Perlman  
The Southwest Portland Post

**Umpqua Bank invites vote on neighborhood improvements**

“When we go into a new market,” Umpqua Bank spokesperson Becca Boland told *The Post*, “we want to become part of the community, and the best way to do that is to sponsor a project that improves the neighborhood.” Thus, under the bank’s Build Your Block program, the new branch at 7837 SW Capitol Hwy invited the community to suggest projects.

From 25 proposals submitted they have narrowed the list to three: decorative benches along Southwest Capitol Highway; a nature playground at Spring Garden Park; or a community mural on the wall of the Multnomah Arts Center at Southwest 34<sup>th</sup> Avenue and Moss Street.

Who makes the final decision? You do. Come into Umpqua Bank’s Multnomah Village branch between now and May 27 and cast your ballot for your favorite project. You can cast multiple ballots, but only one per day.

**Burlingame Fred Meyer closes for renovation**

The Burlingame Fred Meyer store will close May 1 for a long-planned makeover. Real Estate and Development Group Vice President Bob Currey-Wilson told *The Post* the company is planning to expand the Burlingame store by 15,000 square feet.

A former Burger King and a portion of the parking structure will be converted into new truck loading docks, there will be an expanded food section, and other departments will be upgraded.

“Essentially, it will be a whole new store,” Currey-Wilson said.

Aesthetically, there will be more direct sunlight in the store with additional glazing and new skylights, he said. The



The iconic “Burlingame Fred Meyer” sign on Barbur Boulevard will remain. (Post file photo by Don Snedecor)

store will be repainted in earth tones, in the manner of the Raleigh Hills branch. However, the Burlingame store’s “iconic” pylon sign and neon billboards will be maintained.

The completed store should reopen in mid-September, Currey-Wilson said.

Multnomah Neighborhood Association chair Moses Ross said that the Fred Meyer makeover is “a godsend, and the timing is impeccable.”

**South Portland jail proceeds slowly**

Lindquist Development LLC last month moved – slowly – toward winning approval for an addition to their building at 4310 SW Macadam Ave, which will serve as an office and detention facility for the federal government’s Immigration and Customs Enforcement (ICE) program.

In February, responding to an appeal by the South Portland Neighborhood Association, the Portland City Council upheld an approval for the design of the project by the Portland Design Commission.

However, the City Council also declared that holding facilities, comprising 4,000 square feet of the expanded

65,000 square foot building, constituted a detention facility, and would need to obtain a Conditional Use permit under a Type III procedure.

According to Douglas Hardy, the City planner assigned to the case, the Bureau of Development Services held a pre-application conference, to acquaint the development team with the requirements and issues they would have to address, in March.

Last month the applicant submitted a formal application for the permit, but bureau staff deemed it “incomplete” for failing to adequately address certain requirements, Hardy said. Such rulings are not uncommon during complex land use reviews.

**City may centralize crime prevention staff**

The Portland Office of Neighborhood Involvement is considering housing all of its neighborhood crime prevention specialists in a single location, program manager Stephanie Reynolds said at a recent meeting.

Crime prevention specialists work with citizens on grass roots solutions to crime and public safety problems, such as block watch networks and foot patrols.

When the program was first developed the specialists were under the direction of the neighborhood coalitions such as Southwest Neighborhoods, Inc.

In 1997 they were placed under the direction of ONI, a City bureau, but continued to work out of offices in the communities they served.

Reynolds said that currently none of the eight locations at which the 12 specialists work charge rent. “This sounds like a great deal, but over time it’s challenging. It’s unstable, and I only get to talk with my whole staff twice a week. Staying where we are is certainly an option, and some people are uneasy with the staff being so far from the communities they’re supposed to serve.”

ONI is committed to maintaining the same level of service, “but to anyone wedded to the idea that you can just drop in on a specialist on impulse, yes, you’ll lose that,” Reynolds said.

At the moment, ONI is looking at using the Penumbra Kelley Building, former site of Southeast Precinct, at 4747 E. Burnside St., ONI executive director Amalia Alarcon said. The City is negotiating to buy the building from Multnomah County.

**Letters to the Editor**

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**BES should pay fair share**  
(Continued from Page 2)

to shops and services nearby. The recent Capitol Highway design serves as a template for much-needed pedestrian and bicycle infrastructure improvements in SW Portland.

The only way we will be able to afford these improvements is if the Bureau of Environmental Services pays for the needed storm water improvements that are required when the sidewalks and bike paths are built, and allows for more flexibility in site-specific designs.

Patty Lee  
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# EARTH TALK™

Questions & Answers About Our Environment

**Dear EarthTalk:** Recently the UN voted to declare access to safe and clean water a "human right." Isn't that a no-brainer? What are the ramifications of this declaration? -- P. James, Boston, MA

In July 2010 the United Nations (UN) agreed to a new resolution declaring the human right to "safe and clean drinking water and sanitation." One hundred twenty-two nations voted in favor of the resolution; 41 (primarily developed) countries abstained; and there were zero "no" votes.

The agreement comes on the heels of a protracted effort on the part of Bolivia and 30 other (mostly developing) nations determined to improve access to clean water and proper sanitation systems for the poorer human residents of the planet.

Bolivia's Permanent Representa-

tive to the UN, Pablo Solon, cheered passage of the resolution that he had campaigned hard for, and stressed the need to recognize access to safe drinking water and sanitation as a human right as global supplies of fresh water get fewer and farther between.

"Approximately one out of every eight people does not have drinking water," Solon told reporters. "In just one day, more than 200 million hours of the time used by women is spent collecting and transporting water for their homes." According to the declaration, approximately 884 million people lack access to safe drinking water.

"The lack of sanitation is even worse, because it affects 2.6 billion people [or] 40 percent of the global population," Solon said, citing a 2009 World Health Organization and UNICEF study which found some 24,000 children in developing countries were dying each day from preventable causes like diarrhea resulting from polluted water. "This means that a child dies every three-and-a-half seconds," added Solon.

The resolution itself carries no regulatory weight, but backers view it as important to raising awareness of the problem and engendering support for solutions.

"We are calling for actions...in communities around the world to ensure that the rights to water and sanitation

are implemented," said Anil Naidoo of the Council of Canadians, a group that has been crucial in the international struggle for the right to clean water. "Governments, aid agencies and the UN must take their responsibilities seriously," he added.

Some developed countries—including the U.S., Canada, Australia, New Zealand and several European nations—tried to block passage of the resolution in hopes of minimizing their future obligations. As one official from the United Kingdom put it, these countries "don't want to pay for the toilets in Africa."

Also, six African countries (Botswana, Ethiopia, Kenya, Lesotho, Tanzania and Zambia) and two in the Caribbean (Guyana and Trinidad/Tobago)—all former European colonies—joined efforts to try to kill the declaration. But when it was time to vote, these nations abstained so as not to go on record as opposing it.

"This matters because we are a planet running out of water," said Maude Barlow, an expert affiliated with the Council of Canadians as well as the Blue Planet Project and Food and Water Watch.

Indeed, a still-growing human population, global warming and other factors combine to make fresh water supplies scarcer around the world. A recent World Bank study predicted that demand for fresh water will exceed supply by some 40 percent within just two decades.

While the UN resolution may not move any mountains, it is a step in



A 2009 World Health Organization and UNICEF study found that 24,000 children in developing countries die each day from preventable causes like diarrhea resulting from polluted water. Pictured: An Ethiopian girl drinks water from a newly-installed hand pump. (Photo by water.org, courtesy Flickr)

the right direction for the world's increasing number of have-nots. **CONTACTS:** United Nations, [www.un.org](http://www.un.org); Council of Canadians, [www.canadians.org](http://www.canadians.org); Blue Planet Project, [www.blueplanetproject.net](http://www.blueplanetproject.net); Food and Water Watch, [www.foodandwaterwatch.org](http://www.foodandwaterwatch.org). EarthTalk® is written and edited by Roddy Scheer and Doug Moss and is a registered trademark of E - The Environmental Magazine ([www.emagazine.com](http://www.emagazine.com)). Send questions to: [earthtalk@emagazine.com](mailto:earthtalk@emagazine.com).

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**COMMUNITY LIFE**

By Don Snedecor  
The Southwest Portland Post

**6** A group show of artwork by youth taking classes at Multnomah Arts Center will be on view in the Multnomah Arts Center Gallery beginning May 6. An opening reception with live music and an art activity will be held Friday, May 6, 5-7 p.m. at the Multnomah Arts Center, 7688 SW Capitol Hwy. The exhibition may be seen through June 1. For more information contact Jaye Campbell at 503-823-2787 or visit [www.multnomahartscenter.org](http://www.multnomahartscenter.org).

**10** Multnomah Neighborhood Association will hold its monthly meeting on Tuesday, May 10, at the Multnomah Center, 7688 SW Capitol Hwy.

Get updates on plans for Safeway, Fred Meyer, the Sears Armory, Multnomah Boulevard and other important projects affecting the neighborhood. Call 503-823-4592 for more information or visit [www.swni.org](http://www.swni.org).

**15** A celebration honoring the woodpecker, one of Tryon Creek State Natural Area's most industrious residents, will take place on Sunday, May 15, from 2 - 4 p.m., following the Tall Tale Writing Contest Award Ceremony at 1 p.m. The event is free and the public is invited to attend.

Hosted by the Friends of Tryon Creek, this fun family-oriented event features woodpecker-themed activities on the park's Trillium Trail and in the Nature Center. Children can look forward to making a toy woodpecker; having their face painted woodpecker-style; spotting snags up close with a scope; and other great nature activities.

Winners of the 2011 Tall Tale Writing Contest will read selections from their original essays on the theme, "Why Woodpeckers Must Make Holes," at an awards ceremony at 1 p.m. prior to the celebration. Writing submissions have been received by over 400 first through sixth grade students from around the Portland Metro area. Nineteen winners have been selected. Refreshments will be served.

The Celebration of Woodpeckers and Tall Tale Writing Contest Award Ceremony are free and open to the public at Tryon Creek State Natural Area, 11321 SW Terwilliger Blvd. Enrollment is limited so pre-registration is requested at [www.tryonfriends.org](http://www.tryonfriends.org). Call 503-636-4398 for more information.

**18** "Scenes From the Dream" is a collection of vignettes that reflect Portland's Civil Rights struggle from the beginning of Oregon's history to recent times. As a part of their study of the national Civil Rights Movement, Southwest Charter School's middle school students examined the history of the black community in Portland.

Students gained knowledge from a scavenger hunt that took them all over the city, interviewing elders who experienced it first hand, visiting the Urban League and the Vancouver Avenue First Baptist Church, watching videos and reading texts.

Over the past two months, students



Pileated woodpeckers will be celebrated May 15 at Tryon Creek Natural Area. (Photo courtesy of Friends of Tryon Creek)

worked with director/playwright Bruce Hostetler to translate eight different topics and events into a collection of short plays. The plays are linked together by music from the Civil Rights Era and the words of Martin Luther King.

The Middle School students will be offering a free performance of "Scenes from the Dream" on the evening of Wednesday, May 18 at 6:30pm at the Artists Repertory Theatre located at 1515 SW Morrison St. For more information call 503-244-1697 or visit [www.swcharter.org](http://www.swcharter.org).

**31** Retired university professor Arnold Panitch will conduct his walking tour in the Lair Hill neighborhood, site of the early settlements of Jewish and Italian immigrants. The tour is split into two one-hour segments and walkers can leave after the first hour. Meet the tour at 11:30 a.m. on Tuesday, May 31 at Lair Hill Café and Grocery, Southwest 1st Avenue and Meade Street.

Free on-street parking is available or take TriMet buses #43, #44 or #35.

Arranged by Ride Connection. Contact [apanitch@comcast.net](mailto:apanitch@comcast.net) for more information.

**Oregon Humane Society**  
(Continued from Page 1)

"Animals are microchipped, spayed or neutered, and receive all their vaccines," Lytle said. A large room off the main lobby dedicated to OHS includes a counter for paperwork and a "get to know your new pet room."

Suzanne Hein, who owns LexiDog Boutique & Social Club, sees the OHS connection as a natural. "We've been adopting dogs and cats for years, but just a few," she said.

Photos of animals and success stories covered the wall, including Hein's own miniature pinscher Lexi. "Here's Rex," Hein said. "He was our first adoption in 2007. And, he still comes to daycare every day."

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**Lake Oswego streetcar**

*(Continued from Page 3)*

Doug Oblatz argued that the proposed study would not commit any of the participating jurisdictions to do the project, but simply supply them with better and more reliable information to make that decision.

At one point, when streetcar supporter Donna Jordan said opponents didn't understand the financial data they had been given, the audience shouted in anger and Mayor Jack Hoffman adjourned the hearing for ten minutes. Eventually streetcar supporters agreed to a public "advisory" vote on the project in May 2012 and an independent public survey.

The next day, in Portland, Hoffman complained of a "well-organized, highly politicized opposition." The Lake Oswego City Council received more than 300 e-mails opposing the project but Jordan said, "I represent the whole community, not the repetition of parroted e-mails."

TriMet planner Alan Lehto told the Portland City Council, "This is a choice to go forward, not necessarily to do the project. It's typical for the financial plan to be conceptual rather than concrete at this point."

According to Lehto, "This is a real opportunity for a new transit option in this corridor. The streetcar is the most cost-effective, most effective long-term for this corridor. TriMet cannot and will not provide any money for capital development, so there will be no effect on bus service."

Referring to an alternative transit choice, Lehto said, "To handle increased demand with an enhanced bus would actually cost more." He said that because the streetcar is so much cheaper to operate once it is in place, it would give the agency more money to restore curtailed bus service.

However, in response to a question by Portland City Commissioner

Amanda Fritz, Lehto said the agency is considering reducing service on Line 35, requiring some riders to make new transfers.

Fritz asked if parking meters might be installed in parts of South Portland. Mayor Sam Adams replied, "I wouldn't assume meters but I wouldn't rule them out. We're looking at a variety of options."

When Fritz asked if part of the neighborhood might be upzoned, Adams said, "Land near new stations are opportunities for development we're looking at, and zoning is part of that."

When Commissioner Dan Saltzman asked if TriMet is committed to operating the streetcar once built, Lehto replied, "I assume we are. We don't budget that far out."

Planners said that the Streetcar will not go to Lake Oswego without that

city's support, and Fritz expressed discomfort with this.

Chris Smith, longtime streetcar supporter, said that taking the line to the Sellwood Bridge could be viewed as Phase One of a route to either Lake Oswego or Sellwood. Under the proposed financing plan, he said, "We get to spend Uncle Sam's dollars to cut our operating costs."

Fritz said that she had become a streetcar fan and said, "If I were on the Lake Oswego Council I would have voted for this...but I'm not, and I don't find some of the arguments compelling. There's not enough development potential in Johns Landing to pay for this."

Fritz said TriMet should use enhanced bus service here, saying, "Streetcars are the show horses of our transit system, but buses are the work horses. We have limited time, staff and money,

and \$235,000 could be used for other services. I can't support this."

Commissioner Randy Leonard recalled that there had been skepticism of the original MAX and every other recent rail transit project. "We need to develop infrastructure that does not depend on gasoline," he said.

Saltzman and Commissioner Nick Fish voted for the appropriation, but both said they were not yet committed to the project. "I support moving forward, but I do so with many, many questions," Saltzman said. "A half million dollars is more than we've spent on all previous streetcar projects combined."

Lehto's reply as to TriMet's commitment was "not a very robust answer," Saltzman said. "I'm not giving my support until all my questions are answered."

**School tax measures**

*(Continued from Page 1)*

ad hoc coalition Learning Now, Buildings Later, which supports the levy but opposes the bond measure. The levy is necessary, Fruits said, "because support from the state just isn't there." However, he added, "Families in Portland just can't afford both."

The bond will raise property taxes "an average of \$500, in southwest \$800," Fruits said. "I know several families that almost lost their homes. It was the cause of a murder-suicide. We will see 1,000 more foreclosures" if the measure passes. "We're still stuck in a recession. This is a very expensive bond at a very bad time."

Moreover, Fruits said, "Once schools are rebuilt, how will we keep them open? The measure was rushed through, pushed on us as take-it-or-leave-it. Not a single dollar will be used for education, and they won't break ground for two years. The levy will

have an immediate effect."

Following the presentations, audience members either addressed the group or submitted questions in writing to Dora Perry and Stephanie Solerzano, volunteers from the League of Women Voters.

Some questioned the use of a "median" property assessed at \$147,000 as a model, rather than an average one. Others criticized past district policies. In contrast, Warner said that the bond is related to education because the current state of disrepair "impacts our children's working environment."

One woman said she had moved to the southwest rather than the suburbs because of the city's historic support of libraries, parks and schools. "I know it all adds up on tax bills, but we can't afford not to do the bond measure."

Asked what would happen if the bond failed, Roach said, "There is no Plan B currently. It would be a huge setback."

Fruits responded, "If the bond fails, we should start planning on day one. I'm not against a bond, I'm against this bond. We need the community involved. In two years we would have emotional and financial support."

Breshear argued that the bond would be disastrous for businesses as well as homeowners. "Most business owners are small, and can't afford to eat the cost of these tax measures. People will not be out there spending money."

Warner countered, "If everyone waited for the right time to have kids, we'd die out as a species. This is helping to keep our neighborhoods the strong, vital places they have been."

Roach said, "If the Hillsdale viaduct fell down, none of us would say, 'Times are too tough to fix it.' We'd say, 'We have to fix it.' Our parents and grandparents supported the schools, and now it's our turn. Times are tough, but they were probably tough for them, too. Our children are our bridge to the future."

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# Citywide Tree Project adopted by Portland City Council

By Lee Perlman  
The Southwest Portland Post

After hearings in March and April the Portland City Council adopted the Citywide Tree Project, first weakening the document and then making it considerably stronger.

The project creates a uniform set of regulations governing the planting, cutting and pruning of trees on all public and private lands in Portland.

It is an attempt to make a to make a single, clear, consistent and understandable set of regulations that were previously shared by five different bureaus and were confusing and contradictory. It is also an attempt to increase the total tree canopy.

Developers, led by the Portland Homebuilders Association, charged that the tree preservation requirements and fees proposed by the Project would retard housing development, especially on small lots. They proposed a series of amendments that Council adopted in April, mostly by unanimous vote.

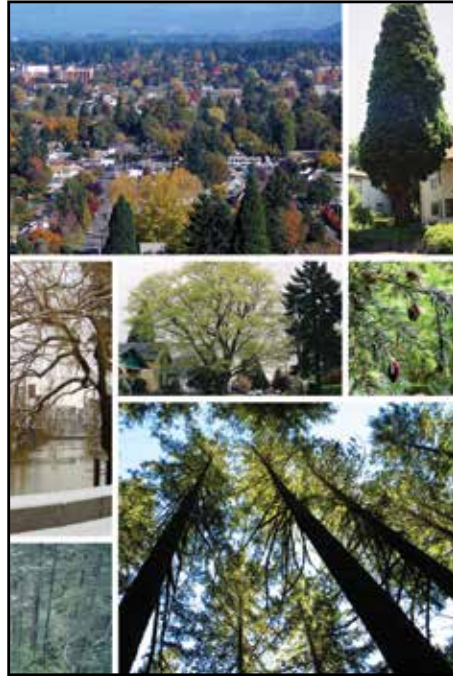
Among the changes were exemption from tree preservation requirements for lots of 5,000 square feet or less (the original proposal set the minimum at 3,000 square feet), or included projects with 85 percent lot coverage, (as compared to 90 percent), and changing development goals to having tree canopy cover 33 percent of new developments instead of 35 percent.

On smaller lots, as well, an amendment allowed for required street trees to be counted toward the 33 percent coverage. Developers argued that small lots represent 22 percent of citywide development, but contain only three percent of the tree canopy, and that not all of this would be cut.

One of the project's more controversial features is regulation of tree cutting on developed, single-family lots. Staff proposed that homeowners be required to replace trees 20 inches in diameter or larger if cut.

Tree advocates argued that the replacement requirement should apply to trees 12 inches in diameter. Commissioner Nick Fish proposed a compromise whereby the stricter standard would apply to lots larger than 10,000 square feet. Commissioner Amanda Fritz, who wanted the 12" standard applied across the board, cast a dissenting vote.

Fritz prevailed on another issue. Staff had proposed relaxing required back-



(Photo collage courtesy of City of Portland)

yard setback requirements if doing so helped preserve trees in the front yard.

Fritz argued against the amendment, saying, "We need a defensible space for children. The ordinance says that (preserving) trees are more important. I say private space is just as important. You can replace a tree, but you can't replace that space once it's gone."

Fritz prevailed on a 3-2 vote, with Fish and Commissioner Dan Saltzman dissenting.

The City Council adopted the changes in March. At the final vote in April, however, Commissioner Nick Fish proposed a new amendment that eliminated the small lot exemption entirely.

Fish also proposed to make the minimum tree size for mandatory replacement in developed home sites 12" in all cases. Council unanimously adopted the changes without debate.

Fish said that written testimony submitted between the two sessions "convinced me that (the new amendments) were necessary." The previous rules "mean in practice that a property owner could cut down some very large trees," he said. Moreover, he added, the changes give the regulations "the elegance of simplicity."

The City Council gave unanimous support to a staff proposal to change the regulation of street tree pruning. Henceforth, homeowners will be able to cut branches up to one inch thick if they go online and swear that they have both studied and adhered to best practices.

Permits are currently required for

such operations but, former Fish aide Hannah Kuhn noted, only 0.5 percent of property owners follow this process, which takes two weeks, and 90 percent of such permits are granted. The current system "is not a good use of resources," Kuhn said.

Southwest Neighborhoods, Inc. Land Use Committee chair John Gibbon argued against exempting 3,000 to 5,000 square foot lots from regulation.

Bridlemile neighborhood activist Greg Schifsky testified that illegal cutting of trees will happen regardless

of the regulations in place, but urged the City Council to make protection of existing trees "as strong as possible."

At the final vote Fritz paid tribute to community volunteers such as Schifsky and Margo Barnett for providing the impetus for the new regulations.

Still to be done is the implementation of the proposal, including creation of a user-friendly manual and hotline and 24-hour hotline for reporting violations. This will be considered during budget deliberations, project manager Roberta Jortner said.

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