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The Southwest Portland Post

Southwest Portland's Independent Neighborhood Newspaper

INSIDE:
 Southwest SUN School program funding threatened
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City Council candidates address neighborhood issues at local forum



Candidates Sharon Meieran, David Gwyther and Scott Rose talk shop at the SW Candidates Fair at the Multnomah Center, April 10. (Post photo by Don Snedecor)

By Lee Perlman and Don Snedecor
 The Southwest Portland Post

Southwest Neighborhoods, Inc. joined with the Multnomah Neighborhood Association and Neighbors West/Northwest to stage a candidates fair on April 10.

They questioned and heard from a total of ten candidates running for Portland City Council Position 1 and Position 4. Other politicians showed up to informally meet and greet people. About 65 people came to listen.

The candidates were divided into two panels. Moderator was Richard A. Clucas, a political science professor from Portland State University. The questions were different for each panel.

The first panel consisted of City Council Position 1 candidates Bruce Altizer and David Gwyther, and City Council Position 4 candidates Scott McAlpine, Brian Parrott, James Rowell and Mark White.

City Council Position 1 candidates Amanda Fritz and Mary Nolan were in the second panel, as were City Council Position 4 candidates Steve Novick and Jeri Williams.

Twenty minute neighborhoods?

Amanda Fritz: Asked about creating "20 minute neighborhoods," Fritz said the concept was impossible in some areas, but could be brought closer if the City would require sidewalks to be built in concert with new development.

Mary Nolan said the City should use areas such as Multnomah Village, Hillsdale and Corbett-Terwilliger, and use transit systems "to link them together" and "include everyone."

Steve Novick said he would call on employers to "devise strategies" to deal with health care costs. Some areas, such as Multnomah and Hillsdale, already have 20-minute neighborhoods, but elsewhere you would have to work "neighborhood by neighborhood."

Jeri Williams said she had lived in Corbett-Terwilliger-Lair Hill for 14 years and that it was not a 20-minute neighborhood; she added that this concept has different meanings for parents with young children and the disabled.

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Barbur Concept Plan open house set for May 3 at Cedarwood School

By Lee Perlman
 The Southwest Portland Post

The City of Portland's Bureau of Planning and Sustainability will hold a public open house from 5:30 to 7:30 p.m. May 3 at Cedarwood Waldorf School, 3030 SW Second Ave., to acquaint the public with the work of the Barbur Concept Plan so far and receive their input on it.

The Plan is an examination of what sort of development and redevelopment should occur on and near Southwest Barbur Boulevard, and the rezoning and physical improvements necessary to bring such redevelopment about.

It is related to, although separate from, another effort – the Southwest Corridor Study, which is considering transportation improvements for the corridor that may include a new light rail line.

The planning staff is looking at

eight "focus points" – Gibbs Street, Hamilton Street, Terwilliger Boulevard, Capitol Hill Road, 26th Avenue, Barbur Crossroads (the Southwest Barbur Boulevard-Capitol Highway-Interstate 5 interchange), and Portland Community College's Sylvania campus.

Those who come will be shown graphic representations of what various sorts of development at these locations might look like, and give their reactions. If a light rail line is built on Barbur, these are likely station locations.

The South Portland Neighborhood Association has officially protested the designation of Gibbs as a focus area. The City should try to preserve the vintage single family homes in this area, part of the Lair Hill National Historic District, rather than encourage their demolition for redevelopment, the neighborhood group said.

Planner Morgan Tracy said the City would continue to study Gibbs as a focus area at this time. However, he

told the Post, South Portland's position is "just the kind of feedback we're looking for."

Gibbs was included, he said, because the presence of the Aerial Tram,

and the pending Gibbs Street Pedestrian Bridge and a trail, make this a key connection between the Oregon Health and Sciences University and the South Waterfront area.



BEFORE and AFTER: Southwest 13th Avenue at Barbur Blvd. (Photo and illustration courtesy of Fregonese Associates)

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The Southwest Portland Post
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Feeling sad and depressed? You might be suffering from Capitalism

FROM THE EDITOR'S DESK

By Don Snedecor
The Southwest Portland Post

Are you anxious? Worried about the future? Feeling isolated and alone?

According to Occupy Portland, the symptoms of Capitalism may include homelessness, unemployment, poverty, hunger, feelings of powerlessness, fear, apathy, boredom, cultural decay, loss of identity, extreme self-consciousness, loss of free speech, incarceration, suicidal or revolutionary thoughts, et al.

So what's the cure for this dreaded disease? Take the afternoon off from work or school and find out at the **PDX May Day General Strike**, Tuesday, May 1st at 2:00 p.m. in the South Park Blocks (SW Park Avenue and Salmon Street).

Here some of the other things happening this month in Southwest:

Pageturners Book Groups read *The Adventures of Huckleberry Finn* by Mark Twain. Engage in stimulating conversation about books, exchange perspectives about characters and plot, and get to know your neighbors.

Sponsored by the Friends of the Library. Thursday, May 3, 1:30-2:30 p.m. and Tuesday, May 8, 6:45-7:45 p.m. Space at programs is limited. Seating is available on a first-come, first-served basis. For adults. Capitol Hill Library, 10723 SW Capitol Hwy, 503-988-5385.

No Women, No Cry: A Maternal Healthcare Event. For too many women around the world, including the United States, pregnancy is a death sentence.

Learn about these tragedies and how

they can be prevented. Thursday, May 10, 2012, 6:00 to 9:00 p.m. Location is 7850 SW Capitol Hwy in Multnomah Village.

Here is the schedule of events: 6:00-7:00 p.m. live music by local NW artist Melanie Joy Hall; 7:00-8:00 p.m. movie, "No Woman No Cry," directed by Christy Turlington Burns; 8:00-9:00 p.m. panel discussion with an OB/GYN, nurse mid-wife & the Oregon CARE advocate.

Also, free drawings for prizes from local women-owned businesses. Take action through Amnesty International card writing to world leaders. FREE. Contact: Nadine Lefkowitz, gifts@topanien.com, (503)244-9683.

Broadway Dreamers: Northwest Senior Theatre has won a chance to be on Broadway. They will stop along the way to perform songs about the cities and states we go through. Broadway shows will include "Hello Dolly," "Man of La Mancha," "Show Boat" and others.

Showtime is 2:00 p.m. Wednesday, May 16, through Saturday, May 19, at Alpenrose Opera House, 6149 SW Shattuck Rd. Lots of free parking. Wheelchair/walker friendly. For more information call Betty at 503-227-2003 or email bettymer@comcast.net or visit www.nwtheatre.org.

Karen Cries On The Bus: Tuesday, May 22, is film night at the Garden Home Community Library. Show starts at 6:30 p.m. This Colombian film is

directed by Rojas Vera in Spanish with English subtitles.

Here's the synopsis: Karen has left her slimy but successful husband Mario after ten years of marriage. She walks out into Bogotá with no job, no friends, and hardly any money, but catches a break when she meets a hairdresser named Patricia at a cheap flophouse.

The Library is located at 7475 SW Oleson Rd. Portland, OR 97223. More information call 503-245-9932 or visit www.wccls.org.

Sellwood Bridge Faces Access Issues

(Continued from Page 3)

originally planned to provide access through Freeman Motors, Pullen said, but both parties objected to this.

A second plan would go through Southwest Miles Place. Ken Love, South Portland Neighborhood Association chair and Miles Place resident, said neither he nor his neighbors had been notified of these plans, and that he was worried about the traffic impact.

Pullen later said that Macadam Bay's 30 moorages would probably not generate more than 100 new auto trips a day, which would not have a significant impact on Miles Place.

At a public open house on the issue last month, more than 50 people showed up and expressed concerns. "There's no consensus on any plan," Pullen said. "This is turning out to be the most difficult part of the project."



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Southwest SUN School program funding threatened

By Lee Perlman
The Southwest Portland Post

The SUN School programs at three southwest schools (Jackson, Robert Gray and Markham) have been under attack this budget season and, at press time, their survival was still not assured.

The program provides for activities after school, as well as day camps, classes and special activities during the summer. Most are for the school's children, but some are for the whole family.

They are available to all students for free regardless of income. Some of the summer camps and classes charge nominal fees, but there are scholarships available for those less able to pay.

The program is available in 64 Multnomah County schools. It is run by Multnomah County, but the City provides funding for 11 of the SUNs, including two of the three in southwest: Jackson and Robert Gray middle schools.

The third, at Markham Elementary School (K-5), is funded directly by the County.

The Portland Bureau of Parks, which provides the City's funding share, proposed cuts as part of its draft budget.

Rather than dilute the quality of the program overall, it proposed to close three schools, including Jackson and Robert Gray.

There are 200 students enrolled in the Jackson program, and 205 at Robert Gray. After extensive debate the Park Bureau has decided to allocate \$72,000 to Jackson's 2012-2013 budget, close to last year's level of \$75,000.

However, the Park Bureau is still considering cutting its allocation to Robert Gray, which constitutes one-quarter of that program's budget, and this could lead to a total de-funding.

As Southwest Neighborhood, Inc. Schools Committee chair Will Fuller put it, this program is "still at risk."

To some people, during really tough economic times when budget cuts need to be made, there is some logic in targeting southwest SUN Schools.

Because the program is free to all students, including those whose families could easily afford to pay for them, some see them as a boondoggle.

Further, there is a perception that southwest is a rich area that doesn't need such programs. Commissioner Nick Fish may be one of them.

At a recent hearing, when an East Portland resident lamented the potential loss of a SUN School, Fish said that Council would try to protect areas of "high poverty" from such cuts.

Fuller does not see things this way. SUN programs do have components that are related to academic subjects, but also offer a broad range of activities that most children can relate to, he told *The Post*.

That SUN is open to all is a virtue, Fuller said; if it were only for the poor you would have the "contrast effect" of demonstrating that those who participate "are different from their peers."

"Southwest is relatively wealthy, but there are pockets of poverty," Fuller said, and these are likely to increase in the future.

For example, the Stephens Creek Crossing housing project in Hillsdale will be home to twice the number of low-income families as Hillsdale Ter-

race, which it will replace.

The children of such families may find themselves as a minority that is looked down upon; SUN Schools help to bridge the divide, Fuller said.

Further, participants receive a free meal; for some children, this may be a

major part of their nutrition for the day.

"In other parts of town, Sun Schools are just one of many programs that serve low-income children," Fuller said. "Here, because of our demographics, SUN Schools are just about all such children have."

New \$230 million Sellwood Bridge faces access issues; 800 trees to be removed along Macadam Avenue

By Lee Perlman
The Southwest Portland Post

Last month the Sellwood Bridge Stakeholders Advisory Committee received the welcome news that the \$230 million replacement bridge is now fully funded. They also discussed some new issues, this time on the west side.

Multnomah County Commissioner Deborah Kafoury told the Committee that the state legislature had allocated \$5 million toward the project, filling a gap that occurred when Clackamas County voters rejected a vehicle registration surtax to help fund the project.

"I'm really happy we were able to secure \$5 million from the legislature," Kafoury said. "I was not sure we'd be able to do this without Clackamas County. But this is the number one priority for many people, some of who do not even live in this community. Now we have a fully funded project."

Mike Pullen, public information officer for Multnomah County, later qualified this assertion slightly.

The County does have funds pledged equally to the estimated cost of the project, he said, but at press time they had not yet signed a contract with a contractor to construct the new Sellwood Bridge at the agreed-upon price.

Through much of the planning process the focus has been on the east side; last month it shifted to the west side.

The new bridge access will require the removal of 800 trees on the west side of Southwest Macadam Avenue, project manager Ian Cannon said.

Pullen later said that most of the trees removed are "not very healthy and covered with ivy," and 1500 new native trees that will provide a healthier native habitat will eventually replace them.

The access will also cut off the existing driveway to the Macadam Bay houseboat moorage. The County had

(Continued on Page 2)

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Water work impacts more SW streets

Throughout the months of May and June, the **Portland Water Bureau's** work to install a new water supply pipeline moves to sections of **SW Hooker St., SW Water Ave., SW Baker St. and SW Caruthers St.** before connecting back to SW Naito Pkwy.

Crews still have a little more work on **SW Naito Pkwy.** On **May 12 through May 14** – during daylight hours – work in the intersection of **SW Market St.** will connect the new pipe to an existing pipeline. Work hours will be from 8:00 AM to 8:00 PM on the weekend. And, if necessary, on Monday, from 9:00 AM to 3:00 PM.

On **May 15**, and if necessary, **May 16** – working at night, – crews will install permanent asphalt on sections of road surfaces damaged by the pipe work. Crews will work from 8:00 PM to 6:00 AM.

Flaggers and traffic cones will direct motorists past the work zone. Some streets may be closed for Local Access Only, and street parking restricted. Delays should be expected. Motorists are encouraged to find alternate routes.



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Candidates Fair

(Continued from Page 1)

High capacity transit along Barbur Boulevard?

Mary Nolan said, "High capacity transit only works if the whole system works," including access to transit, and that she would use "use my influence with Metro and TriMet to get our share."

Amanda Fritz said it would first be necessary to do planning for that highway.

Steve Novick was skeptical of high capacity transit, saying we have been doing such projects with the aid of federal grants, matching it with "money we didn't have" that has hindered road maintenance.

Jeri Williams said there should be a road tax as there is in England, that bicyclists should pay their fair share, that TriMet's cutting bus routes is "a mistake," and that light rail is "not for everybody."

What about storm water management in Southwest?

Mary Nolan: We should "be a little more creative in managing storm water" in the southwest.

Amanda Fritz: Southwest should get a higher level of service for the fees people pay.

Steve Novick: The higher cost of southwest storm water management should be spread throughout the city.

Jeri Williams: "Every decision should be made with input by people most directly affected."

What should the city do to help schools in Southwest?

Amanda Fritz: Asked about schools, Fritz said she has supported the "amount of funding we're allowed to give under Measure 5," and that she helped fund athletic facilities at Parkrose and Roosevelt high schools, but the "legislature must fix the inequities" of current funding.

Mary Nolan, a southwest resident, repeatedly referred to her record, saying she had been "a vocal supporter of every school measure in the last 30 years."

Nolan said she is an advocate for schools through support of all school districts directly, the Safe Routes to School and SUN School programs, and recreational activities through the Bureau of Parks and Recreation.

Steve Novick would support schools through Safe Routes to School and construction of sidewalks where needed, and finance this through higher parking fees.

Jeri Williams said she supported SUN Schools and suggested mentoring through faith-based organizations to "keep kids engaged in school."

Street maintenance, paving and repaving?

Amanda Fritz: The City would have to use funds "strategically" with "best bang for the buck," and help areas that haven't received basic services.

Mary Nolan: Money for road maintenance has increased, "but it hasn't kept pace with the cost of materials," Nolan said, and the City hasn't maintained the schedule for repaving it had when she

was in City government.

Steve Novick: Higher parking fees and street maintenance fees, could also pay for paving, for which current funding is inadequate.

Jeri Williams: We need more money for street repaving, she said, but we need to focus on streets never paved and address this "historic inequity."

How would you help Southwest deal with land use issues?

Mark White is an East Portland neighborhood activist and Charter Review Committee member.

Asked about constructing sidewalks he paid tribute to southwest's "wonderful" trail network and said, "We need to create a (sidewalk) network that really works."

According to White, "All areas have challenges unique to them," including establishing 20 minute neighborhoods "in areas that have topographical and other challenges." Solutions should be created by "folks who live and have businesses here."

Regarding a recent decision to forgo street repaving White said, "I would agree it's unacceptable, but it's typical of government. It's easiest to take federal grants for special projects. We need to stop doing what's easiest and do what needs to be done."

How would you support small businesses?

Scott McAlpine's background includes real estate, insurance sales, and a Jazzercise franchise. "There's a tax called the Business License Fee. There's

also a Multnomah County tax; together they total four percent (of profits.) No other city has this kind of fee." This is why businesses are leaving Portland, he said.

Brian Parrott, a sports and events promoter, said "I couldn't agree more. Portland lost 26,000 jobs for Washington County. We need to change so we can attract people to Multnomah County."

James Rowell said he lives on a fixed income and is running on the Common Sense Party. "Fees keep going up. We need to lower fees. We should encourage people to come here. We're all in this together."

Bruce Altizer, a former military officer, grew up in Lebanon, earned a masters degree in finance from Willamette University, and lives in Gateway. "The best we can do is encourage people to come here. I don't mind paying these fees personally, but times are tough."

David Gwyther is a consultant and lobbyist who was a newspaper distributor in Eugene before moving to Portland.

Gwyther suggested raising the limit, from the current \$50,000 in gross receipts, for the business tax license fee exemption.

"We should find out what businesses want, and what it would take to get them to add employees," Gwyther said. "We should change the mentality in Licensing from Business Licensing to Business Support."

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<http://web.multco.us/elections>

Scott Fernandez FOR PORTLAND MAYOR

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Learn much more about Scott:

http://www.neighborhoodnotes.com/news/2012/04/armchair_mayor_scott_fernandez/

Walgreens to replace Castle Superstore at Barbur Crossroads

THE COUNTRY STORE

By Jillian Daley
The Southwest Portland Post

After completely tearing down the former Castle Superstore, a Walgreens drug store that could open as soon as the fall at Southwest Capitol Highway and Barbur Boulevard will offer more than the average store.

Like any Walgreens, the local site will provide retail goods such as contact lenses, beauty products and toys as well as pharmacy and mail services.

Yet, this future store also will be in the new format, which can include additional features, such as an area to host health-related seminars and classes, said Robert Elfinger, a Walgreens spokesman.

Elfinger said these features might include a private room for consultations or immunizations and a pharmacist waiting for customers at a front desk rather than in a back pharmacy.

At 17,610 square feet, the Walgreens at 9855 SW Capitol Hwy will be larger than the average 14,500-square-foot store, Elfinger said.

Walgreens is seeking applications for the Southwest Capitol Highway store and, according to Elfinger, usually hires 25 to 30 people per store.

There currently are 68 Walgreens stores open in Oregon, and the drugstore founded in 1901 now has 7,847



A new Walgreens drugstore is under construction along SW Capitol Highway near Barbur Blvd. (Post photo by Jillian Daley)

locations in the nation and Puerto Rico.

Walgreens officials weigh demographics as well as the level of vehicular and pedestrian traffic in an area when choosing a location, Elfinger said.

"We look for the best corners in America to build our pharmacies," he said.

New JP Morgan Chase branch opens on Barbur

Not far from the new Walgreens, a JP Morgan Chase bank branch opened on

December 15 at 10065 SW Barbur Blvd.

The branch has nine employees," said Darcy Donahoe-Wilmot, a Chase spokeswoman. It employs a mortgage loan officer, business specialist and financial advisor.

Chase chose the location for reasons including a proximity to major intersections.

There are 115 Chase branches in Oregon and more than 5,400 in the nation. Chase's earliest predecessor, The Manhattan Company, was founded in 1799.

ZoomCare opening soon in Multnomah Village

More change is on its way to Southwest Portland, including a new urgent care clinic.

ZoomCare, a Hillsboro-headquartered company, is adding five medical clinics over the next few months. The first of its new clinics opens May 10 in Multnomah Village at 7855 SW Capitol Hwy.

The company is hiring more than 20 people for its headquarters and the new clinics, bringing the company's total staff to 110 people, said David Ray, director of marketing at ZoomCare. The Village clinic staff already has been hired.

ZoomCare clinics provide checkups and treatment for illness and injury. The clinics are similar to other primary providers but offer same-day and Skype appointments, which is where the "zoom" comes in. Patients do not have to waste time in the waiting room, Ray said.

"We're taking a wrecking ball to the current health care system, which has been designed around insurance companies and doctors," he said. The other new sites will be in: Portland, one on SW Fourth Avenue and one on East Burnside Street; Vancouver, Wash.; and Salem. There currently are nine ZoomCare clinics in Portland and one in Seattle.

ZoomCare, founded in 2006, chooses
(Continued on Page 7)

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Local business transitions from store to café to sports bar

By Jillian Daley
The Southwest Portland Post

A coffee shop/sports bar on tap to open this month (May) in Southwest Portland is causing a stir.

Owner Carrie Goudge wants to create a neighborhood gathering place at Skippy's, 5435 SW Taylors Ferry Rd, said Goudge's husband, Jim Murphy, who spoke on her behalf.

According to Leonard Gard of Southwest Neighborhoods, Inc., the establishment is located on the border between the Crestwood and Ashcreek neighborhoods.

The plan is for the business to serve as a café in the morning, a deli during lunchtime and a sports bar in the afternoon and evenings, Murphy said.

Skippy's, which will be able to accommodate about 30 patrons, will offer video poker and karaoke.

Some neighbors began voicing concerns after learning of the Full On-Premises Sales alcohol license Goudge applied for in February for Skippy's.

A full license permits the sale of beer, wine, hard cider and mixed drinks containing distilled spirits such as vodka, rum or gin.

Skippy's will be located in the building that previously held House Market, a convenience store that had an Off-Premises Sales alcohol license.

Such a license permits the sale of sealed containers of beer, wine and cider, said Christie Scott, public affairs specialist for the Oregon Liquor Control Commission.

The OLCC has authority over licens-



The owners of this building have applied for a liquor license for their new cafe & bar on SW Taylors Ferry Road, called Skippy's. (Post photo by Jillian Daley)



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ing; however, the local government and neighbors may submit recommendation or opposition letters.

The City of Portland in March told the OLCC it is neither for nor against the application.

The Ashcreek and Crestwood neighborhood associations in April submitted letters opposing the application for an expanded liquor license. Both neighborhood associations cited possible issues including noise and parking.

Ashcreek also expressed concern about traffic safety because Taylors Ferry is a busy street.

Ashcreek will not oppose the application if a good neighbor agreement can be reached with the owner, said Dean Smith, president of the Ashcreek

Neighborhood Association. Crestwood Neighborhood Association president John Prouty said his association supports such an agreement.

Murphy said Goudge, as of mid-April, had planned to sign that pact with neighbors when it is completed. He said all his wife wants is for Skippy's (named for a friend who died) to be a place neighbors will love.

Murphy said in the past three decades he has owned several sports bars and pubs, and his wife always supported him.

"Now, it's her time to shine," he said.

At press time, Skippy's hours had not been set, and a business phone number had not been established. A Facebook page is in the works.

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County librarian speaks on proposed library levy at Candidates Fair

By Lee Perlman
The Southwest Portland Post

Multnomah County's chief librarian Vailey Oehlke spoke at the Southwest Candidates Fair on April 10 at the Multnomah Center on behalf of the proposed library levy, Measure 26-125.

Because there was no organized opposition, the librarian did not have to answer questions.

The ballot measure will replace the

current five-year library levy, which is about to expire. She is seeking voter approval for its renewal.

The rate, as before, will be 89 cents per \$1,000 property valuation, about \$13 a month for the average homeowner, she said.

This will account for about 65 percent of the library's operating funds, Oehlke said. The Multnomah County General Fund provides another 22 percent, and the rest comes from library fees and fines.

The total, about \$13 million, funds a system that serves 30,000 users a day, the second highest per capita rate of usage of any library system in the U.S., she said.

Multnomah County Library not only lends out books and provides the public a place to read them but also offers other services such as children's story hours, free Internet access, and classes. It does so out of 19 locations "with a total square footage that is less than Seattle's main library," Oehlke said.

Income from the first three years of the previous levy exceeded expectations, and the Library prudently put some of it into savings.

It was able to draw on this during the next three years, when bad times

compressed property values and reduced income for all government services.

According to a statement by the Library, if the levy fails most branches would be closed, the rest would have their hours reduced, and many services would be cut.

Editor's Note: The Multnomah County Board of Commissioners has pledged to refer a library district measure to voters in November at a rate that fully funds the library, should the May 15 levy be approved. If voters approve a library district measure, it would supersede years two and three of the levy and that level of funding would take effect in fiscal year 2014. For more information about Measure 26-125 visit www.librariesyes.com.

THE COUNTRY STORE

(Continued from Page 5)

sites in "well-defined neighborhoods where people can take the bus, walk or take their bike," Ray said

Journeys building (but not the bar) for sale in the Village

Just up the street, a for-sale sign is posted in the front yard of Journeys, a wine bar at 7771 SW Capitol Hwy.

"I do know that the Journeys building is for sale and that Journey's has a long term lease so they will be the tenant when the sale goes through," said Joan Steinbach, co-president of the Multnomah Village Business Association.

The building owner, listed in Multnomah County property records as "Capitol Highway LLC," is asking \$595,000.

A real estate ad from the owners' agent, Realty Trust Group Inc., says the 1,748-square-foot building was built in 1921.

Former Pagenwood Restoring building gets makeover

A couple doors down from Journeys, a vacant building at 7783 SW Capitol Hwy is getting an upgrade.

Tom Pagenstecher ran Pagenwood Restoring & Antiques out of the building from 1983 until last February. Workers have been cleaning and tearing down interior walls laid out for the previous tenant.

"We're just looking at options of fixing up the building, revitalizing it," said Mark Schick, property manager for the building.

The property, owned by the Rose Property Management Corporation, has been listed for lease, and there have been inquiries, Schick said.

"We've had a lot of interest but nobody has done anything permanent or final," Schick said. The listing is being handled through Urban Works Real Estate.

Want to be featured in an upcoming column of The Country Store? Contact Don Snedecor at The Post, 503-244-6933 or don@multnomahpost.com.

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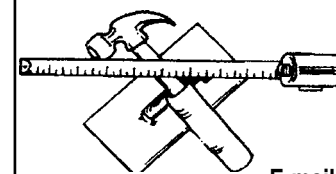


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Questions & Answers About Our Environment

Dear EarthTalk: How is it that dams actually hurt rivers?

—Missy Davenport, Boulder, CO

Dams are a symbol of human ingenuity and engineering prowess—controlling the flow of a wild rushing river is no small feat.

But in this day and age of environmental awareness, more and more people are questioning whether generating a little hydroelectric power is worth destroying riparian ecosystems from their headwaters in the mountains to their mouths at the ocean and beyond.

According to the non-profit American Rivers, over 1,000 dams across the U.S. have been removed to date.

And the biggest dam removal project in history in now well underway in Olympic National Park in Washington State where two century-old dams along the Elwha River are coming out.

But why go to all the trouble and expense of removing dams, especially

if they contribute much-needed renewable, pollution-free electricity to our power grids?

The decision usually comes down to a cost/benefit analysis taking into account how much power a given dam generates and how much harm its existence is doing to its host river's environment.

Removing the dams on the Elwha River was a no-brainer, given that they produced very little usable electricity and blocked fish passage on one of the region's premiere salmon rivers. Other cases aren't so clear cut.

According to the Hydropower Reform Coalition (HRC), a consortium of 150 groups concerned about the impact of dams, degraded water quality is one of the chief concerns.

Organic materials from within and outside the river that would normally wash downstream get built up behind dams and start to consume a large amount of oxygen as they decompose.

In some cases this triggers algae blooms which, in turn, create oxygen-starved "dead zones" incapable of supporting river life of any kind.

Also, water temperatures in dam reservoirs can differ greatly between the surface and depths, further complicating survival for marine life evolved to handle natural temperature cycling.

And when dam operators release oxygen-deprived water with unnatural temperatures into the river below, they

harm downstream environments as well.

Dammed rivers also lack the natural transport of sediment crucial to maintaining healthy organic riparian channels.

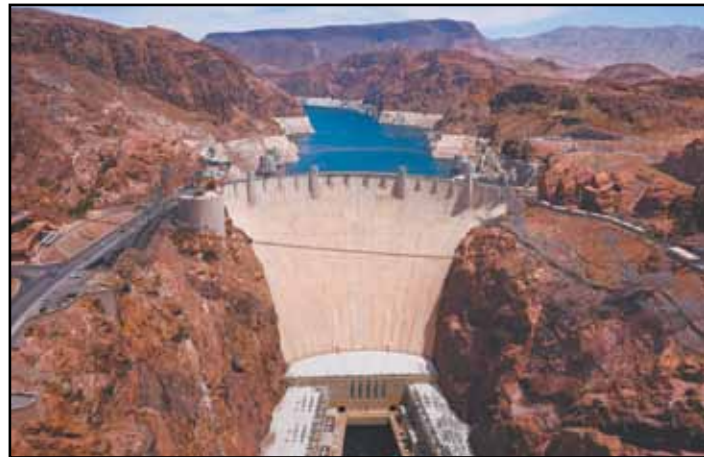
Rocks, wood, sand and other natural materials build up at the mouth of the reservoir instead of dispersing through the river's meandering channel.

"Downstream of a dam, the river is starved of its structural materials and cannot provide habitat," reports HRC.

Fish passage is also a concern. "Most dams don't simply draw a line in the water; they eliminate habitat in their reservoirs and in the river below," says HRC.

Migratory fish like salmon, which are born upstream and may or may not survive their downstream trip around, over or through a dam, stand an even poorer chance of completing the round trip to spawn.

Indeed, wild salmon numbers in the Pacific Northwest's Columbia River basin are down some 85 percent since the big dams went in there a half cen-



Dams have a deleterious affect on water quality and on fish habitat and passage. Pictured is the world famous Hoover Dam, built in 1936. (Photo courtesy of iStockPhoto/Thinkstock)

tury ago.

While the U.S. government has resisted taking down any major hydroelectric dam along the Columbia system, political pressure is mounting. No doubt all concerned parties will be paying close attention to the ecosystem and salmon recovery on the Elwha River as it unfolds over the next few decades.

CONTACTS: American Rivers, www.americanrivers.org; HRC, www.hydroreform.org.

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