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The Southwest Portland Post

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Hillsdale volunteer organizes 25th Avenue trail restoration project

By Jack Rubinger
The Southwest Portland Post

Andrea Wall is on a one-woman crusade to restore, revitalize and reconnect people and plants along 25th Avenue in Southwest Portland.

Wall lives near this community trail in a hybrid solar house she helped to build in 1980. She said that the trail is choked with invasive bushes and trees and has storm water issues with an upslope parking lot flooding a home down below along the trail.

Wall contacted the city, met with three women working for city agencies who assured her that there was help available including grant monies to help solve the problems and encouraged her to try.

Wall applied for and received a Bureau of Environmental Services mini-grant of \$500 to plant native flowers, shrubs and trees.

(Continued on Page 6)



Volunteers gather for a photograph while working to restore the 25th Avenue trail on April 30. (Photo courtesy of Andrea Wall)

Local legislative representatives hold town hall at Multnomah Center

By Erik Vidstrand
The Southwest Portland Post

On one of the sunniest days of the year, over a hundred constituents packed a small classroom to hear the latest news from local legislators. They were also there to voice their concerns on a full range of livability issues such as affordable housing, demolitions, and density.

Held at the Multnomah Arts Center on April 29, the town hall featured Rep. Margaret Doherty (D-35), House Majority Leader Jennifer Williamson (D-36), and Rep. Ann

Lininger (D-38). The 79th Legislative Session has been meeting since February.

Audience members donned lapel pins, buttons, and T-shirts with various slogans like Moms Demand Action (for Gun Sense in America).

Doherty, a former teacher, represents portions of Tigard, Garden Home and Multnomah Village. Doherty is pushing a bill for more mental health professionals to be assigned to lower school grades.

Williamson represents parts of downtown Portland and Southwest to the Washington County border. She discussed the budget deficit of

over \$1.6 billion.

"Approximately 350,000 Oregonians may lose their health insurance," Williamson said. "We're looking at cost containment to retain public safety funds."

"We're looking at a business tax rolling out as well," Williamson said.

Rep. Lininger, who represents parts of Southwest including Hillsdale, and most of Lake Oswego, spoke about growing the economy with beer-wine-cider incentives and streamlining regulations.

"I want to increase penalties for some types of crimes," Lininger said. "I also want to address gun safety including a bill that has bipartisan support keeping guns out of the hands of people who have had suicidal tendencies."

The Oregon Senate has approved a bill that would require a person to surrender his or her firearms if a judge rules that an individual poses a threat to themselves or the people they live with.

Suicide is the eighth leading cause

of death among Oregonians and is one of the state's "most persistent public health problems," according to a 2012 report from the Oregon Health Authority.

After each of the representatives completed their short speeches, it was the audiences turn.

The issue discussed the most was House Bill 2007, a bill sponsored by House Speaker Tina Kotek. According to 1000 Friends of Oregon, this bill takes significant steps by making abundant, diverse, and more affordable housing available to more people of all ages, ability, income, and backgrounds in every neighborhood.

According to the 1000 Friends website, "Recognizing that 'families' come in all sizes, ages, and socio-economic backgrounds, the notion of a 'single family zone' as a neighborhood with only larger detached homes on larger lots must catch up with today's families."

House Bill 2007, with an
(Continued on Page 6)



Oregon legislative representatives Ann Lininger, Jennifer Williamson, and Margaret Doherty address town hall constituents on April 29. (Post photo by Erik Vidstrand)

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What it feels like to swim across the Willamette River in the summertime

OPEN FORUM

By Willie Levenson

Camaraderie. Summertime. Propulsion. Activism.

Jumping in the water, the river feeling amazing, what an incredible way to start the day, why wait until after lunch to plunge into a river?

That's how we start our day.

On a morning with stronger currents you're reminded our river has tidal influence from the Pacific Ocean, 100 miles away.

The current is never threatening but its pull sometimes surprises as your rhythmic spirit takes over and subconscious choices are made in carving your path across the river.

Our swim does not have chlorine, lap lanes, or flip turns.

Reaching the shores of downtown we slowly collect and rest a moment, then count off to be sure everyone made it across.

Looking around you notice the eclectic collection of heads and shoulders wading in the water.

We all have stories, are individuals, and yet are all united by our love for our river and our Green River Hugger swim caps.

As summer proceeds you realize you have become familiar with a

lot of these people. Is this what community feels like?

You stop mid-way back across and take it all in.

The bridges, downtown, the kineticness of the human swimming pod, the movement of the water. Swimming so closely to others, sometimes you imagine we are a band of migrating salmon.

Throughout the summer the sun changes position as the days shorten. Mid-August the sun shines right in your eyes at the horizon as you swim east.

If you play it just right, you can steer directly behind a Hawthorne Bridge piling to eclipse the bright, late summer sun.

You savor the swim as you climb out of the river, exhilarated, adrenalized and satiated from completing a half mile swim.

In the height of summer you are lost in the sublime, never thinking about the end. But too quickly our season ends, like our season started, darker mornings, and cooler temperatures.

Frequently it is hard to get out of bed and go in the summer—we are in the river at 7 a.m.! Lying in bed, more than once, I have thought maybe it's best to linger, rest, and miss a morning swim.

But you do make it, and plunge in, and realize, somehow, you forgot, how incredible it always feels to be buoyant and immersed in our Willamette River. You're overtaken by a rush and a smile, and kick into gear.

Willie Levenson is leader of the



Members of the River Hugger Swim Team take a summer plunge into the Willamette River. (Photo courtesy of Willie Levenson)

Human Access Project and a member of the River Hugger Swim Team. According to Levenson the estimated date to start swimming is June 19 or when the Willamette River reaches 65 degrees.

The Post welcomes reader response. Please send letters up to 300 words or

essays up to 500 words via email to don@multnomahpost.com or visit our website, www.SWPortlandPost.com. Please stick to one subject and include your contact information. We reserve the right to edit all submissions for brevity, clarity, punctuation and libel concerns.

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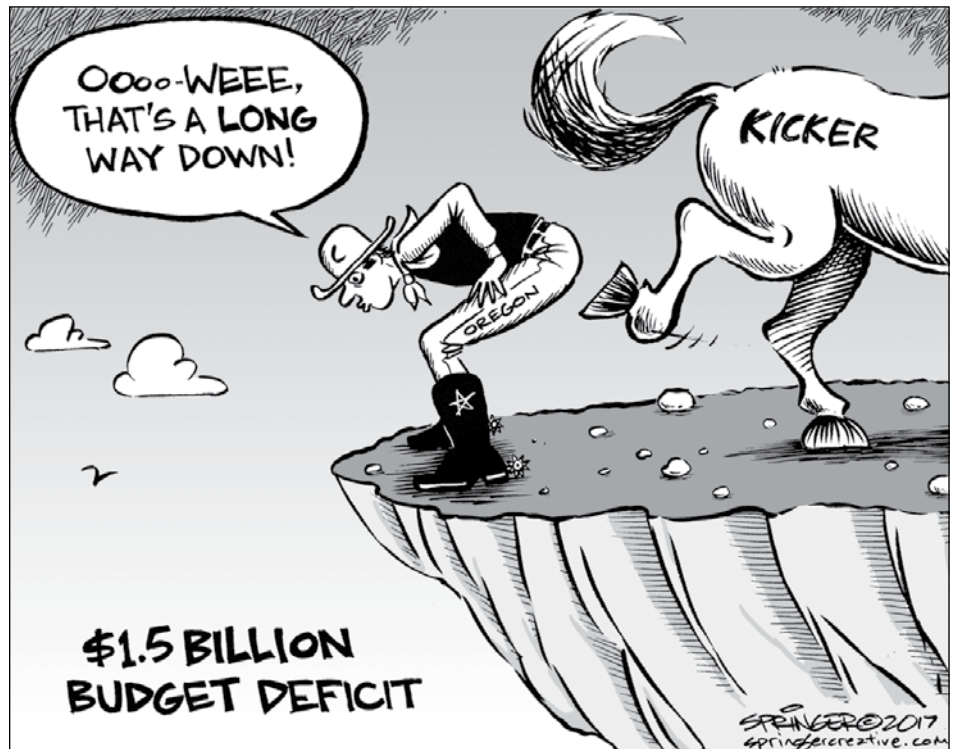
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Small drone flies over neighborhood members during presentation

MULTNOMAH NOTEBOOK

By Erik Vidstrand
The Southwest Portland Post

Tom Mynes, a client relationship manager at ABJ Drones, was the keynote speaker at the Multnomah Neighborhood Association meeting on May 9.

Steven Hall, the public safety chair for the association, had crossed paths with Mynes at a recent emergency management meeting and thought the neighborhood would like to experience the power of drones in response to large emergencies.

Mynes, a former hazmat technician, is now involved with a company that provides drones to agencies for a variety of technical projects including disasters.

He explained that a remote pilot certificate issued by the Federal Aviation Administration is required to operate a drone.

As a hobby, licenses are not needed, but in the case of drones being used for professional reasons, a license is necessary.

Editor's Note: In general, Mynes said a flight plan must be filed with the FAA for any drone flying above 400 feet or the height of a building the size of "Big Pink," downtown. Mynes mentioned that where he lives in Northeast Portland there are additional restrictions on drones due to their proximity to Portland International Airport.

"Mounted with cameras," Mynes said, "drones take the human risk factor out of exploration of various hazardous situations. They provide a great aerial advantage and make responding much safer."

Mynes showed a short video of drones being used to survey

damage from several disasters. "Drones have been effective in search and rescue missions," Mynes said. "They have thermal cameras mounted on them which can detect human bodies through brush or rubble."

A question came up about privacy for general use of drones which are becoming more and more popular.

"This is so new and no cases have been filed yet," Mynes said. "No one owns the airspace above your property. There are prohibitions like flying above Disneyland, large airports, and peering in bedroom windows."

Mynes then demonstrated a tiny drone he had brought called the DWI Toy Train. It was outfitted with a high definition video camera which filmed the audience as it flew overhead.

No bigger than four square inches, this tiny device is mainly used indoors and costs approximately \$30.

"Some drones are mounted with infrared cameras that can examine roof leaks," Mynes said.

Businesses have used larger drones for pesticide spraying, monitoring tree growth, water loss, and GIS mapping.

"I envision using drones to monitor the developers," said land use co-chair Houston Markley. "We could use this technology to track tree loss, evaluation of storm water changes, and road damage."

Zoning objections filed with state land use board

Several objections have been filed with the Department of Land Conservation and Development on behalf of the Multnomah Neighborhood Association.



Tom Mynes, of ABJ Drones, demonstrates a DJI Phantom 4 drone with a high definition camera which can survey fields and rubble. (Post photo by Erik Vidstrand)

One objection is for a middle housing amendment and the other is requesting the neighborhood center designation of Multnomah Village be changed to a neighborhood corridor designation.

A center allows more development within a quarter-mile of the center.

"They were drafted by Eben Foder, a planner from Eugene," said Multnomah land use co-chair Jim Peterson, "and reviewed by two land use lawyers, Bill

Kabeiseman and Carry Richter."

Chair Martie Sucec announced that the so-called "affordability" House Bill 2007 is now under consideration by the House Ways and Means Committee in Salem.

"The bill drastically alters Oregon's statewide planning laws and goals," Sucec said. "If passed in its current form, it will wipe out local control of zoning across the state, bypass historical preservation, and eliminate design review, among other things."

(Continued on Page 7)

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COMMUNITY LIFE

By KC Cowan
The Southwest Portland Post

2 Fiber Artistry: A group exhibit by members of the Portland Handweavers Guild opens June 2 at the Multnomah Arts Center Gallery, 7688 SW Capitol Highway. The show presents a variety of fiber techniques in both two- and three-dimensional expressions made from a diverse selection of materials. Opening reception in the gallery on Friday, June 2, 7–9 p.m. The exhibit closes July 3. For more information, contact Jaye Campbell at 503-823-2787.

7 Hillsdale Trail: The Hillsdale Neighborhood Association will conduct a hearing at their regular meeting on the request of SWTrailsPDX for a permit to manage the repair and ongoing maintenance of the trail built by neighborhood volunteers in 2003. The trail runs along Southwest 19th Avenue right of way from Fairmount Boulevard to Council Crest Park. Interested persons are urged to participate in the hearing. The meeting is June 7 at 7 p.m. at St. Barnabas Church parish hall, 2201 SW Vermont St.

10 Midsummer Celebration: Join Nordic Northwest for the annual Midsummer celebration, and enjoy Nordic food, a beer garden, kids' crafts, live entertainment, flower-crown making, the crowning of the

Scandinavian of the Year, the raising of the Maypole, and more. This event takes place on Saturday, June 10, 11 a.m. to 6 p.m. at Oaks Park, 7805 SE Oaks Park Way. Adults \$8, seniors and students \$7, families \$17, children 11 and under free.

Take a Walk: SWTrails is sponsoring a walk on Saturday, June 10. They will walk Trail #6 from Hillsdale up to Fairmont, then through the Southwest Hills neighborhood of Portland Heights to the end of Goose Hollow. It is 6 miles in all. Bring bus tickets or money for bus fare home. Meet behind the bleachers at Wilson High School (Sunset Boulevard and Capitol Highway) at 9:00 a.m. For more information, or to volunteer to lead a future walk in your neighborhood, contact Sharon Fekety (fekety@hevanet.com).

11 The Jewish Community Orchestra presents its final concert of the season on Sunday, June 11 at 3:30 p.m. at the Mittleman Jewish Community Center, 6651 SW Capitol Highway. The concert will feature Verdi's Nabucco Overture, Delibes' Sylvia Ballet Suite and more. Tickets available at the door. For more information, call 503-244-0111.

18 Citizen Advocacy 101: Interested in learning how to improve life for yourself and your neighbors? Have a concern about local, state or federal laws? Learn about strategies for change, including information and misinformation, examples of successful advocacy,



Weavers Guild members Kim Thompson and Marilyn Harrison display their work this month at the Multnomah Arts Center Gallery. (Photos courtesy MAC)

choosing your battles, getting heard, and tracking civic and political issues. This event takes place on Sunday, June 18, 1–2:30 p.m. at the Hillsdale Library, 1525 SW Sunset Blvd. For more information call 503-988-5123.

26 Bees Buzz: Learn more about bees at the Honey Bee Science Discovery Program at the Capitol Hill Library, 10723 SW Capitol Highway.

Exploring local improvement districts to improve your street

Is your street unimproved? Then be sure to circle your calendar for a Capitol Highway Subcommittee meeting on Thursday, June 22, 6:30–8:30 p.m. at the Multnomah Arts Center, 7688 SW Capitol Highway.

With the Capitol Highway project going to construction in 2019, Local Improvement District street projects in the area proposed by the community could potentially be wrapped into the larger project, allowing for cost savings and efficiencies.

Many of the surrounding streets are considered non-maintained city streets, which mean it is the

The short interactive presentation is followed by hands-on learning stations, including: honey bee discovery lab, flower seed planting, pollination station, honey bee board games, and coloring sheets. This discovery lab is for children ages 3 years and up, but adults enjoy the lab as well. The event takes place on Monday, June 26, 2–2:45 p.m. For more information call 503-988-5123.

responsibility of the adjacent property owner to maintain the area abutting your property to the centerline, including stormwater infrastructure.

Others may be maintained but lack sidewalks. The city's LID program is one of the tools available to help property owners pool funding resources and work with the city to pave gravel streets, build sidewalks and solve stormwater issues.

For more information, please contact Chris Lyons, chair, Capitol Highway Subcommittee, chrislyons7@yahoo.com.

—Don Snedecor

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Saltzman joins steering committee; light rail project still needs \$2 billion

SOUTHWEST CORRIDOR PLAN

By Erik Vidstrand
The Southwest Portland Post

The last time the Southwest Corridor Plan steering committee met, Barack Obama was still president, Steve Novick was the city representative, and the rainy season had just begun.

Now, six months later, President Donald Trump is threatening to cut off federal funds to projects in sanctuary cities, of which Portland is one, City Commissioner Dan Saltzman replaced Novick, and the summer sun is soon to come.

Metro Councilor Craig Dirksen, co-chair, was going to introduce the two new members but they were not in attendance. Ken Gibson, the new mayor of King City, had a conflict and Saltzman was absent.

Matt Grumm, Saltzman's senior policy advisor, said Saltzman, who is the new head of the Portland Bureau of Transportation, is very excited to be on the steering committee and had been busy with the city budget negotiations.

"Commissioner Saltzman," Grumm said, "is supportive of additional state funds to help cover cost of the light rail project."

Metro project manager Chris Ford gave a brief update on the project and said steering committee meetings would be every other month, then every month in the fall as the project ramps up.

"Last December the draft environmental impact study began," Ford said. "There are still decisions to

be made such as whether the light rail would begin on Barbur Boulevard or Naito Parkway."

According to Ford, the study is still on schedule to wrap up by the end of the year.

Ford discussed the Ross Island bridgehead project which would allow for better connections to the bridge.

Still under review are options to Marquam Hill, whether the light rail would continue along Barbur Boulevard or run adjacent to Interstate 5, and connections to Portland Community College Sylvania.

"More traffic studies are needed on Barbur," Ford said. "This information will come later than other issues."

Ford went on to explain that the National Environmental Policy Act requires federal agencies to assess the environmental effects of their proposed actions prior to making decisions.

"NEPA objectives help officials understand environmental consequences, inform the public, the U.S. Army Corps of Engineers, the Federal Transportation Administration and historical groups with various components of the project," Ford said.

Metro has had to compare alternatives to a future without a light rail scenario in the year 2035. The forecast foresees major traffic congestion, crumbling infrastructure, and inadequate active transportation alternatives.

"Active transportation focuses on getting people out of their vehicles," Grumm said. "The commissioner



A crosswalk has recently been added at Southwest Alice Street and Barbur Boulevard for public safety and in anticipation of a future light rail line. (Photo courtesy of Metro)

supports this whole heartedly."

"Everything is running smoothly," Ford said, "but we're only at five percent of design."

Ford warned that potential issues might arise like a wetland in the right-of-way or other issues that may stall the progress.

In July, the steering committee will discuss the connection options to PCC Sylvania. In September, the topic will be whether to align light rail along Barbur

Boulevard or Interstate 5. October's discussion will focus on the route beginning on Barbur Boulevard or

(Continued on page 6)

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25th Avenue Restoration

(Continued from Page 1)

She found 85 neighborhood volunteers and volunteers through SOLVE to work during five work parties, and together they put in 318 native plants in a 116 foot x 10 foot cleared section of ground alongside the trail.

"When I saw the diverse group of people who use the trail become involved with its restoration, an Orthodox Jewish family planting alongside Muslim teenagers, a Reed College professor planting alongside a 6-year-old living at Stephens Creek Crossing, I realized that we all had a common goal," said Wall.

"When the project is complete, we will have a safe nature trail for students living south of Capitol Highway to walk to Robert Gray Middle School and others to walk.

[It will be] a neighborhood asset rather than a weed-choked trail whose last 500 feet to Beaverton-Hillsdale Highway is a steep ravine, unsafe to walk," said Wall.

Don Baack from Southwest Trails has been Wall's mentor and has been trying for 11 years to get the last 500 feet outfitted with stairs and handrails so it will be safe to walk for people of all ages.

Wall and her team have received some funding through the "Safe Routes to School" program, but need more funding along with permits from the city to finish the northern section of the trail.

Southwest Portland lacks the system of sidewalks that are present in other sections of Portland so Wall and others rely on trails such as this one to get around the area.

Wall is retired so she has more time than many for this project. The project takes about 20-30 hours per week especially when applying for grants.

Wall spends time coordinating volunteers, speaking with contractors, fundraising, weeding, watering, studying native plants, storm water management, and dealing with the politics involved with managing and establishing support for a community project.

The volunteers are recruited

via SOLVE, trail signs, the Mittleman Jewish Community Center newsletter, Stephens' Creek Crossing housing and word of mouth.

A 4th grade class from the Portland Jewish Academy has helped plant native strawberries along the trail and learned about the importance of native plants in creating habitat for wildlife.

Wall is encouraging volunteers to work hard, and also be aware that they are part of something bigger and are making a difference.

She said she tries to be sure that the volunteers know why she is asking them to perform a particular task and hopes they come away with some new knowledge about native plants, storm water management and creating wildlife habitat.

Wall is hopeful that when the trail project is complete it will help students living at Stephens' Creek Crossing housing, the south side of Capitol Highway and others who walk the area and others have a safe way to walk to school, bus stops and the dog park that will also help them get some exercise and relieve stress by getting them out into nature.

The trail has a Western Red Cedar on the northern stretch that Wall hopes will be named a Portland Heritage Tree. It is close to the headwaters of Fanno Creek.

"This is a magical place that needs to be restored and protected into perpetuity," said Wall.

Wall will be holding a raffle to help raise money for this trail project and educate people about it. There will be three items: an Audubon-approved sedum roofed bird house, a growler carrier made from sustainable semi-precious wood and an Emergency Kit.

Each item is valued at about \$75. The tickets will be sold on July 23 at the Hillsdale Farmers' Market and on July 30 at the Hillsdale Book Sale at the Watershed Building. Both events run from 9 a.m. to 1 p.m. The raffle ticket proceeds will benefit the Southwest 25th Ave Right of Way Restoration Project and the Hillsdale Neighborhood Association.



Pedestrians walk along a section of Southwest Barbur Boulevard without sidewalks. The light rail project will be addressing gaps in safe pedestrian routes along the busy corridor. (Photo courtesy of Metro)

SOUTHWEST CORRIDOR PLAN

(Continued from Page 5)

Naito Parkway.

Equitable housing and development were also brought up. Some sites have already been identified for affordable housing near light rail stations.

"The goal is to provide a corridor-wide strategy to generate a range of housing and job types for all people," said Ford.

Eryn Kehe, the Metro communications specialist, provided an update on the community advisory committee which has been meeting monthly since January.

"The committee toured the alignment area in April and learned about land use issues," Kehe said.

Kehe asked the committee to support the appointment of two additional

advisory members: a person of color and a business representative on Barbur Boulevard.

"I have been walking door-to-door on Barbur recruiting," Kehe said. "We're also going to be at a variety of farmer's markets and other venues this summer conducting additional outreach for the project."

What wasn't talked about was a new transportation funding bill that is being

debated in Salem. The bill includes potential funds for the light rail project. The legislature has yet to approve the bill.

Additionally, both TriMet and Metro must approve the route and propose partial funding to the federal government.

"Two billion dollars are still required to complete this project," Grumm said. "A measure could go to the voters by November 2018," Grumm said, "but the measure could be problematic for voters outside of the corridor that includes Portland, Tigard, and Tualatin if it only helps fund that one project."

The next community advisory committee meeting will be on Monday, June 5 from 6:30 p.m. – 8:30 p.m. at the Multnomah Arts Center, 7688 SW Capitol Highway. The public is welcome.

Legislative Town Hall

(Continued from Page 1)

amendment, provides that accessory dwelling units and duplexes can't be prohibited in single-family zones.

According to Claire Coleman-Evans, a leading opponent of increased density, "This (bill) encourages demolitions of smaller, less expensive houses, prohibits design review for livable cities and will demolish historic neighborhoods. It's also an attack on local control."

Leslie Hammond, vice-chair of the Multnomah Neighborhood Association, said, "The bad news is that Speaker Kotek is sponsoring it and she can apply a lot of leverage to

get it passed out of the House and to the Senate, so it is important to send your thoughts to your senatorial representatives as well."

The three representatives listened and mentioned that they were not aware of the latest drafts of the bill. The three were supportive of the transportation bill that allocates \$2 million for Southwest Capitol Highway improvements.

Questions continued on ways to stabilize the state economy. "It seems like we go through this (lack of funding) every two years," Williamson said. "We are 50th in the nation when it comes to taxes for corporations."

The legislature remains in session until July.

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EARTH TALK

Questions & Answers About Our Environment

Dear EarthTalk: Why do rooftop solar panels have to be so big and unsightly? Are there any better-looking alternatives out there?

—Maise Lipscomb, Helena, Montana

If aesthetics is the reason you've been holding off on converting your home to solar power, 2017 just might be the year for you to take the renewables leap.

For starters, several panel makers now sell "frameless" or "seamless" designs whereby photovoltaic panels appear to "float" on the roof surface, with sightlines unencumbered by big black metal framework apparatus.

But getting rid of the frames hardly constitutes an aesthetic revolution.

For that, we turn to electric-car pioneer Tesla, which made a big splash recently with the launch of its new Solar Roof system, which uses attractive, integrated solar tiles made out of tempered quartz glass to replace conventional roof tiles and shingles.

The Solar Roof tiles can withstand upwards of three times the storm force of other traditional roof tiles—and as such come with a warranty lasting the lifetime of the home or infinity, whichever comes first.

While the Solar Roof system still costs about a third more than a traditional photovoltaic rooftop set-up, its visual appeal could make the transition much more palatable to many potential rooftop solar wannabes.

Photovoltaic installer SolarCity (co-founded by Elon Musk and then acquired by Tesla in late 2016) will roll out the new system, available for outright purchase

or through a lease, in California beginning in June and plans to expand to other parts of the United States soon thereafter.

But Tesla's new Solar Roof isn't the only option when it comes to more attractive rooftop solar installations.

Italian start-up Dyaqua, inspired to bring the historic retrofit industry into the 21st century, has ramped up manufacturing on its so-called "Invisible Solar" photovoltaic roof tiles that are indistinguishable from traditional terra cotta, wood or stone roofing.

This replacement roofing looks opaque but is translucent to the sun's rays so light can enter and stoke the silicon solar cells inside.

Meanwhile, Boston-based Sistine Solar is developing a "solar skin" product that matches the underlying rooftop.

These newfangled Massachusetts Institute of Technology-designed panels reflect back an image of the roof below while still letting light through to the photovoltaic cells within.

Sistine's "camouflaged" solar panels cost about 10 percent more than typical photovoltaics, but the start-up is banking on homeowner willingness to spend a little more so unsightly roof panels don't stick out like sore thumbs in the neighborhood.

For that matter, the rooftop isn't the only option any more.

Maryland-based Solar Window Technologies is developing invisible window coatings that house ultra-small solar cells designed to convert light from both the sun and artificial sources into electricity.

And California-based Sunflare is pioneering a new generation of "thin-film" photovoltaics that are only a few micrometers thick and can be affixed to just about any surface with some double-sided tape.

Given that we could power all of humanity's electrical and industrial activities for a year with the amount of sunlight that hits the Earth's surface in just an hour,



A Boston-based start-up is developing "solar skin" photovoltaic panels that match the underlying rooftop. Even though these panels cost slightly more than traditional photovoltaics, some homeowners would gladly pay an aesthetics premium so their houses don't stick out like sore thumbs in the neighborhood.

(Photo courtesy of Sistine Solar)

it's a shame that solar power still accounts for less than one percent of global energy production.

But with the costs of solar panels coming down, maybe improving their look is just what we need to kickstart the transition away from fossil fuel home power.

Contacts: Tesla Solar Roof, www.tesla.com/solarroof; Dyaqua, www.dyaqua.it; Sistine Solar, www.sistinesolar.com; Solar Window Technologies, www.solarwindow.com; Sunflare, www.sunflare.com.

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MULTNOMAH NOTEBOOK

(Continued from Page 3)

According to Claire Coleman-Evans, Bridlemile land use chair, this bill was devised by and is supported by the Oregon Home Builders Association and 1000 Friends of Oregon.

"Under the guise of promoting 'affordable housing,'" Coleman-Evans wrote, "HB 2007 calls for faster permitting turnaround times, prohibiting discretionary design review for any housing project, affordable or not, and calls for ADUs (accessory dwelling units) and duplexes in all residential zones without any requirement that these buildings be affordable."

Association leaders urged concerned citizens to contact their state legislators regarding this bill.

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Budget problems blamed for delay in Spring Garden Park development

By Erik Vidstrand
The Southwest Portland Post

Friends of Spring Garden Park have been curious about the development of their park. Hannah Davidson, a leading activist in the Multnomah neighborhood, contacted the city after no word or action at the park in some time.

The response was that construction has been delayed due to budget reconfigurations.

"They had planned to start in April," said Ken Boltz, a neighbor who lives within earshot of the proposed amphitheater. "We had an email from Travis Ruybal, the park project manager, which said the amphitheater was no longer on the list."

Because of the construction boom, all of their bids came in too high Boltz told The Post.

"Even with the lowest bidder, [the park bureau] didn't have

enough money for everything they planned," Boltz said.

"Thank you for your patience," Ruybal said. "We have been working through the details of the contracting process. We have a qualified low bidder for construction and we are working on contract execution.

"Portland is experiencing a construction boom," Ruybal said. "The high demand for labor and materials has significantly driven up costs."

As a result, the construction bid came in over the project budget. The park bureau is looking for ways to reduce costs while maintaining the integrity of the design. Some items have been removed from the plan, such as concrete pathways and stairs. Tile would replace rubber safety surfacing on the upper playground.

The stone seat wall and concrete pad at the gathering area, or as many neighbors call it, "the amphitheater," will not be included and the area



Dr. John Minahan (left) talks with neighbors Ken Boltz and Kathy Frost in July 2016 about development plans for Spring Garden Park. (Post file photo by Erik Vidstrand)

will be converted into a grassy bowl.

"This is good news for those of us that were against the amphitheater," Boltz said. This was the biggest contention of many of the neighbors.

"It looks like they won't break ground until sometime in June," Boltz said. "This makes it a two-month delay in the overall project."

Ruybal explained that the delay was not caused by the weather but by the budget. But he conceded that it was unlikely that contractors could have begun work any sooner given the record amounts of rainfall and the slope of the site.

"Even with these changes,"

Ruybal said, "the project will still require additional funding that we are hopeful will be approved."

The city's budget was recently approved and the entire park budget allotment was reduced by \$1.2 million.

"It is our intention to deliver the park experience and aesthetic that you all worked so hard for and are so excited to realize," Ruybal said.

"We are confident that these changes will have limited impact on the beautiful and fun park you will soon be able to enjoy. The grand opening won't happen until spring 2018."

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