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The Southwest Portland Post

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Neighbors who live in Capitol Highway's Basin 3 face stormwater flooding

MULTNOMAH NOTEBOOK

By Erik Vidstrand
The Southwest Portland Post

Portland's bureaus of Transportation and Environmental Services are working in coordination on street and stormwater improvements on Southwest Capitol Highway to ensure successful outcomes for residents and people who use the thoroughfare.

According to Becky Tillson, Environmental Services is looking for opportunities to improve drainage issues in neighborhoods within four basins in the project area. These basins are located along Capitol Highway between Taylors Ferry Road and Garden Home Road.

Projects, which are in the early design stage, include features such as stormwater facilities, green streets, ditch enhancements, and underground infrastructure. Stormwater moves through this

patchwork of infrastructure towards creeks in Tyron Creek and Fanno Creek watersheds.

"Environmental Services has started a new planning initiative to address stormwater problems," said Tillson. "The Stormwater System Plan will provide a citywide strategy that will define improvements to Portland's stormwater system."

These include protecting public and environmental health.

"The Capitol Highway project is an opportunity to test the tools developed in the plan and identify the most appropriate solutions for stormwater challenges," Tillson said.

But neighbors who live in the Basin 3 zone are not content. This zone lies along Capitol Highway beginning at Alice Street, includes Dolph Court, and ends at Spring Garden Street.

"There has been new construction in the area causing even more flooding than ever before," said Angela Clark, a resident in the Basin 3 zone. She attended the Multnomah



Extreme flooding this past spring prompted local residents in Capitol Highway's Basin 3 zone to form an ad hoc committee and confront the city.

(Photo courtesy of Beverly Shields)

Neighborhood Association meeting in July.

"We formed a neighborhood group and presented at the March SWNI

Watershed Committee meeting," Clark said. "A lot of water is collected in Basin 3."

(Continued on Page 3)

Multnomah Village on track to see new apartments, more development



An empty lot at the corner of Southwest 36th Avenue and Troy Street is slated for a four-story apartment building with retail and offices. (Photo by Erik Vidstrand)

By Erik Vidstrand
The Southwest Portland Post

According to Multnomah Neighborhood Association land-use chair Jim Peterson, and the city, several commercial properties in the heart of Multnomah Village are for sale. Potential developers have already submitted early assistance requests to the Bureau of Development Services.

One potential project is located at Southwest 36th Avenue and Troy Street. A proposed four-story mixed-use building would be built on the sloping vacant lot which is adjacent to the pet store. The first two stories would be retail and offices and the top two stories will have four to eight apartments.

Quilici Architecture & Design, Inc. has requested early assistance for a project at 6825 SW 45th Ave., a new 65-unit apartment building with underground parking. This is located right across the street from the Southwest Community Center at Gabriel Park.

The biggest potential project, located at 7628 SW 32nd Ave., is located between Lucky Labrador Public House and Village Hut. The applicant proposes demolishing the old filling station and garage, with the gas station attendant mural, and replacing it with a four-story mixed-use building. It would include ground floor retail, parking, and approximately 40-50 apartment units.

Local neighborhood leaders are already dubbing it "The Tower II" in

connection with the larger apartment building a block away. That complex will have 72 apartments and three retail stores. Many, at least those living in its shadow, have simply called it "The Tower".

"The project is designed for a CS (Commercial Storefront) zone and community design standards," states the city's website.

"I talked to a reporter from the Daily Journal of Commerce," Multnomah chair Martie Sucec said, "and he said that the project is a feasibility study by Urban Assets Advisors. What more needs to be said?"

Urban Assets is leasing out the 72-unit complex which many have said does not fit the quaint scale of the Village. One neighbor called it the "Death Star." But others, including business owners, are in favor of development as they believe it will attract more customers.

Ed Lilly, the current gas station property owner, has held this property for over 25 years and is now ready to sell and move on. When asked if the

historic gas station could be saved, Lilly said it's up to the new owners.

Converting it into a viable retail space such as a café or pub would face numerous hurdles and costs, according to city bureaus. After a property is sold, new plans for development must bring all the buildings up to code.

The Village Hut, next door, will be left untouched; owner J. Harris isn't going anywhere.

The property has had its share of retailers in the past. Judy Tormey, owner of Multnomah Antiques, remembers when Keith's Auto Service was located at the filling station site before moving to property now occupied by the French Quarter.

Tormey said she is anticipating the day when Neighborhood House begins construction on its four-story, low income senior housing building right next to her 40-year-old business.

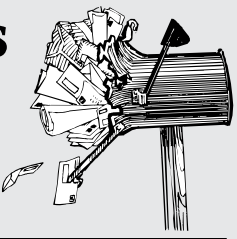
"I worry about my china and crystal breaking from construction vibrations," she said.

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Portland, OR 97206

Letters to the Editor



The Southwest Portland Post
4207 SE Woodstock Blvd #509
Portland, OR 97206
Fax: (866) 727-5336
email: editor@multnomahpost.com

City has limited funds for street improvements near Capitol Highway project

Regarding your questions about construction coordination, here is our response:

If a local street project near the Southwest Capitol Highway project, funded by Local Improvement District, Local Transportation Infrastructure Charge, or other funds, was designed and ready for construction at the same time as the Capitol project, it may be possible to combine the work into a single construction contract for bidding.

This conceivably would create the opportunity to take advantage of economies of scale – but there are no guarantees. Additionally, a larger project potentially could attract more competitive bids.

At this point the only local street work that PBOT is considering near the Capitol project is either “wrap around” improvements within a few

dozen feet of Capitol Highway to tie the project into existing features, or limited street improvements paired with downstream storm water facilities that would serve runoff from Capitol Highway.

The scope of these improvements is currently under development as part of our 30 percent design for Capitol Highway, anticipated to be complete this fall.

Beyond this, there are no specific funds available for neighboring streets off of Capitol, other than what is available for similar streets in the rest of the city, namely LIDs and LTIC.

Regarding community members being able to advocate for prioritization of projects, we do have a planning effort underway called Southwest in Motion, which will take stock of identified projects in Southwest Portland and work with the community to establish criteria and prioritize projects for near-term implementation.

Southwest residents are encouraged to sign up for updates on the project at <https://www.portlandoregon.gov/transportation/72017>.

*John Brady
Communications Director
Portland Bureau of Transportation*

Legislature appropriates \$2 million for Capitol Highway project

We are thrilled to share that in the final days of the 2017 legislative session, the Oregon Legislature appropriated \$2,050,587 to the Southwest Capitol Highway project!

This funding, contained within House Bill 5006 Section 83, will supplement local funding in support



of constructing safety improvements including sidewalks, crosswalks, bicycle facilities, and storm water systems between Multnomah Village and West Portland Crossroads. Construction is expected to begin in 2019.

Thanks to everyone who turned out to advocate for this project with our small delegation of legislators, each of whom can claim a portion of Capitol Highway within their districts.

We owe a big thank you to Sen. Richard Devlin, Sen. Ginny Burdick, Rep. Ann Lininger, Rep. Margaret Doherty, and Rep. Jennifer Williamson for securing this funding. Please thank them for their support.

We also couldn't have done it without the support of a dozen partners, listed below. A big thank you goes out to these groups for their advocacy in support of this state funding request:

- Tryon Creek Watershed Council
- West Multnomah Soil & Water Conservation District
- Oregon Walks
- Friends of Spring Garden Park
- Friends of Woods Park
- Portland Commission on Disability

And finally, thank you to Portland City Commissioner Steve Novick for incorporating the project into the Fixing Our Streets program, which provided the initial seed monies to help leverage additional sources of funding.

Please stay tuned for additional updates as the project design moves forward. You can visit the project website at <https://www.portlandoregon.gov/transportation/71661> to view the latest information and sign up for PBOT updates. Email chrislyons7@yahoo.com to be added to the MNA Subcommittee that is serving as a citizen advisory committee on the project.

*Chris Lyons, Chair
Southwest Capitol Highway Subcommittee
Multnomah Neighborhood Association*

*Marianne Fitzgerald, Volunteer
Southwest Neighborhoods, Inc.*

(Letters continued on Page 3)

- Southwest Neighborhoods Inc.
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Phone: (503) 244-6933; Fax: (866) 727-5336
general email: news@multnomahpost.com
web address: www.swportlandpost.com

Editor & Publisher.....Don Snedecor
Reporters / Writers.....KC Cowan, Jack Rubinger,
Erik Vidstrand
Copy Editor.....Janet Goetze
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MULTNOMAH NOTEBOOK

(Continued from Page 1)

The presentation documented historic complaints about seasonal flow onto private property in Basin 3.

“A key point in a Capitol Highway corridor stormwater concepts document was that the city knew about the excessive flooding issues,” Clark said. “No other basins reported similar issues in the referenced document.”

According to Clark’s presentation, there used to be a large wetlands, north of Dolph Court, which helped reduce the flow of large volumes of water. According to Tim Kurtz, a stormwater technical assistance manager, the city does not currently have regulatory authority over wetlands.

“That authority rests with the Department of State Lands and the U.S. Army Corps of Engineers,” he said.

Even though the issue of stormwater was clearly a known issue in this basin, the city has allowed a substantial amount of new development that removed the natural buffers, and caused immeasurable growth in the volumes of water that flows directly upon the downstream neighbors on private property.

The project team is looking at a number of facility alternatives within Basin 3, including maximizing the capacity of the proposed regional facility on Dolph Court, expanding the capacity of other existing storm systems, and diverting some of the flows from Basin 3 into one of the other drainage basins.

“As part of the Capitol Highway project, the bureau is currently in the process of trying to purchase the property at 3972 SW Dolph Court to locate a neighborhood detention facility,” Kurtz said.

Clark noted that west of Capitol Highway, 11 new homes were constructed in the last 10 years

causing water to flow east and downhill onto these properties in Basin 3.

“Ten properties were flooded,” Clark said. “There was not a great response from Kurtz after we presented.”

“They offered two small concessions, but they did not assure us of any reduction of water to return to normal historic rates of stormwater running through our private properties.

“Environmental services restated that it is charged only with not making it worse,” she said.

Clark told *The Post* that although they appreciated the time and effort the bureau took to draft the letter, the Basin 3 group says it feels very much like they side-stepped the central issue.

Kurtz replied three months after their presentation.

“We recognize the importance and value of working with the community,” Kurtz wrote the Basin 3 group. “(This helps) identify ways to improve drainage conditions both along the Capitol Highway corridor and in the surrounding drainage basins.”

Kurtz included input from a variety of staff at the bureau including senior management and the director’s office. According to their watershed manual, new stormwater conveyance infrastructure must carry up to the 10-year storm without surcharge. It must provide means to pass a 25-year storm without damage to property, endangering human life or public health, or significant environmental impact.

Patti Waitman-Ingebretsen, who lives in Basin 4, just north of Basin 3, said that flooding is not just restricted to Basin 3. She spoke up at the neighborhood meeting.

“The city wants to adhere to the stormwater manual and standards,” she said, “but every household has the same story. Basin 3 has a creek;

we have a river!”

“We will continue to be in touch as the design for Capitol Highway progresses,” Kurtz wrote. “We will include updates on the alternative analyses for the Basin 3 stormwater drainage system.”

LETTERS TO THE EDITOR

(Continued from Page 2)

City of Portland shouldn’t be spraying Glyphosate in Gabriel Park

When I originally heard about plans for the pollinator meadow at Gabriel Park, I was excited.

As a neighbor, a frequent user of the park, and an active member of the nearby community garden, I loved the idea of creating a better environment for bees and hummingbirds and other pollinators.

So I was understandably upset when I learned that Portland Parks and Recreation had sprayed the herbicide Ranger Pro 2 Percent (Glyphosate) on the meadow.

I found it hard to believe they had taken this action, especially since the meadow drains into the riparian area of Vermont Creek and is directly across from the organic community orchard, the organic community garden, and the winter dog park.

What I find even harder to believe is that, despite opposition from many people in the community and

At the end of the neighborhood meeting, a motion was passed by the association to help support the Basin 3 group and draft another letter to the Bureau of Environmental Services including Director Michael Jordan and Commissioner Nick Fish.

a planned meeting with stakeholders (date to be announced), according to Kendra Petersen-Morgan, the park bureau is “committed to completing the spray work that is scheduled in the fall.”

The World Health Organization’s International Agency for Research on Cancer classified Glyphosate as “probably carcinogenic in humans” in 2015.

Although other organizations like the European Chemical Agency have denied the risk, the Glyphosate controversy rages.

I can’t understand why the city of Portland (which requires organic gardening methods in its community gardens) would want to use a substance that is widely considered to be harmful to aquatic life, animals, and humans in their pursuit of a more environmentally friendly meadow.

I hope this letter alerts concerned neighbors regarding the issue, and that they take action by contacting Kendra Petersen-Morgan (kendra.petersen-morgan@portlandoregon.gov) to ask that our city stop spraying Glyphosate on the Gabriel Park pollinator meadow.

Cindy Brown
Multnomah

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Should future light rail line run along Barbur Boulevard or Interstate 5?

SOUTHWEST CORRIDOR PLAN

By Erik Vidstrand
The Southwest Portland Post

The Metro community advisory committee met on July 10 to understand and comment on the analysis of the proposed light rail routes from Portland to Tigard.

The committee met at Portland Community College's Sylvania campus. "We realize we don't have all the information yet that you need to comment," said Eryn Kehe, Metro communication specialist.

"We don't have property impact studies or costs yet," Kehe continued. "Second drafts of the plan will be coming out after the draft environmental impact study is completed in January."

Matt Bihn gave a presentation on the proposed route alignments. "Light rail could transition to run adjacent to I-5 at four locations which is being studied in the environmental review."

The light rail line could run down the center of Barbur Boulevard. "The adjacent route would lie approximately 200 to 275 feet from Barbur Boulevard," said Bihn.

A third option is an adjacent Interstate 5 route, and the fourth option would transition to Interstate 5 at Custer Street.

According to the project staff,

sidewalks and bike lanes are missing on various sections of Barbur Boulevard. The spacing of protected pedestrian crossings is also insufficient.

"Vehicle, pedestrian, and bike widths are not to state or city transportation standards," Bihn said.

"If the light rail is approved to be constructed adjacent to I-5, auto and bike lanes, as well as sidewalks, will remain unchanged," said Bihn. "Some pedestrian crossings will be added for stations and there will be fewer traffic and property impacts."

"On the other hand," Bihn said, "a center-alignment would rebuild bike lanes, add sidewalks, trees, and lighting, and Barbur would continue to have two lanes in either direction.

"But an improved Barbur will require more land and property acquisitions and traffic impacts."

Bihn explained that Federal Transportation Agency funding eligibility is uncertain for redevelopment along Barbur Boulevard since federal funds are normally designated for light rail construction only.

Discussion from the committee members turned to the development of the Barbur Concept Plan which calls for the state highway to transition to a civic corridor.

The biggest question was should the highway be kept for cars mainly, or should it be redeveloped for pedestrians and bicycles to coexist



This Portland MAX Yellow Line train demonstrates what light rail down the middle of Barbur Boulevard might look like. (Photo by Dan Haneckow)

with motor vehicles?

According to Bihn, a civic corridor is a comprehensive linear plan for large commercial areas. The West Portland Crossroads (where Barbur Boulevard crosses Capitol Highway) has been designated as such. Safety was the biggest concern of the evening.

"The (Barbur Boulevard alignment) seems to increase barriers to both bicyclists and pedestrians," said committee member Roger Averbeck, who represents Oregon Walks and the Portland Pedestrian Advisory Committee.

"At the moment," Bihn said, "anyone can cross Barbur anywhere and this makes Barbur very unsafe. We plan on a variety of safety components including crossing gates and lights."

"If the adjacent route is chosen," Averbeck asked, "could there be local funds to be used and matched with federal funds?"

"No," said Bihn. "If the feds don't recognize it as critical improvements, then there isn't any funding."

Bihn said that there could be an opportunity to build up a buffered separation, or berms, from car lanes and the bike lane.

Arnie Panitch, who represents TriMet Committee on Accessible Transit, asked if the adjacent route erases the Barbur Concept Plan.

"The concept plan clearly assumes that light rail will be on Barbur," said Jim Gardner of South Portland.

Tim Dickey, an at-large member, challenged Gardner's assumption. "It has not been evaluated," he said. "It doesn't make it null and void."

It is still too early to decide these issues, Kehe responded.

According to the most recent briefing book, a center-running alignment through the intersection of Barbur, Interstate 5 and Capitol Highway (the crossroads) would require complete reconstruction of the intersection and existing bridge over Interstate 5.

If tracks run adjacent to Interstate 5, the alignment would then cross over Interstate 5, Capitol Highway and Barbur Boulevard on a new light rail structure and the existing crossroads bridge would remain in place.

The Portland 2035 Comprehensive Plan, passed in June 2016, builds upon the Barbur Concept Plan to designate the central Barbur corridor from Terwilliger Boulevard south to the Barbur Transit Center [near Taylors Ferry Road] for mixed-use and transit-oriented land uses instead of the highway commercial uses prevalent today.

It states that the key finding is that future high capacity transit is a necessary ingredient to the vision.

Someone asked, "What does the adjacent plan look like?" Bihn replied that at most it could look like what is now along Interstate 84 in the Hollywood district.

Would there be any potential for development if adjacent route is chosen?

(Continued on Page 6)

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COMMUNITY LIFE

By KC Cowan
The Southwest Portland Post

4 Math Equals Art: "Dilate," an exhibit of cut paper installations by Marisa Green opens at the Multnomah Arts Center Gallery on Friday, Aug 4. Green's work explores mathematics, connections, and meditation through the use of geometric shapes and patterns. Meet her and see the show at the opening reception in the gallery Friday, Aug. 4 between 7-9 p.m. The exhibit runs through Aug. 29.



5 Take a ride on the Red Electric: The Multnomah Historical Association will give a presentation of the history of early railroads in outer Southwest Portland, including the Oregon & California Railroad, the SP's "Red Electric" interurban line, the Oregon Electric Railway, and the City and West Portland Park Railway. In addition, you'll learn the railroads' role in the development of outer Southwest Portland. This event will be held on Saturday, Aug. 5, 2-3 p.m. at the Hillsdale Library, 1525 SW Sunset Blvd., 503-988-5123.

7 Ready for the Big Eclipse? On Aug. 21, a rare total solar eclipse will cross the country from Oregon to South Carolina. Monday, Aug. 7 at 2 p.m., Portland publisher Elaine Cuyler will read from her

book, *The Big Eclipse*, and tell you more about this awe-inspiring sight. Then make solar eclipse viewers, draw your own eclipse myths, and create an eclipse postcard. Free tickets available 30 minutes in advance. This event will be held at Capitol Hill Library, 10723 SW Capitol Highway. For more information, call 503-988-5123.

12 Explore Mountain Park: Join fellow walkers for SW Trails monthly hike through neighborhoods. This month, the six mile look will explore a bit of Mountain Park, unincorporated Clackamas County, Tryon Creek State Park and the Arnold Creek neighborhood. Meet behind the bleachers, near the food carts, at Wilson High School, Southwest Sunset Boulevard and Capitol Highway, and be ready to carpool by 9 a.m. For more information visit swtrails.org. To volunteer to lead a future walk in your neighborhood, contact Sharon Fekety, fekety@hevanet.com.

19 Summer Reading Party: Summer reading ends Aug. 31, but you're invited to turn in your reading logs and enjoy games, face painting and more. This event will be held on Saturday, Aug. 19, from 10 a.m. to 2 p.m., at the north lot and field of the Garden Home Recreation Center, 7475 SW Oleson Road. For more information call 503-245-9932 or visit www.gardenhomelibrary.org.

27 Movies In The Park: The Rogue Bluegrass Band will warm up the crowd prior to the showing of "Kubo and the Two Strings" on Sunday, Aug. 27 at 6:30 p.m. Join your friends and neighbors at April Hill Park, Southwest 58th Avenue and Miles Street. The movie starts at dusk. Free.



"Dilate," an exhibit of cut paper installations by Marisa Green, will be on view at the Multnomah Arts Center Gallery beginning Aug. 4. (Photo courtesy MAC)

Summer Concerts at the J: The Mittleman Jewish Community Center is starting a new program of summer concerts. The first show features the Maccabeats. Based out of Yeshiva University in New York, this American-Jewish acappella group specializes in covers and parodies of contemporary hits. This event is on Sunday, Aug. 27 at 6:30 p.m. on the lawn of the MJCC, 6651 SW Capitol Highway. \$5 per person. Tickets are available at www.oregonjcc.org/concert.

Sept. 1 Artists Wanted: You read about the monthly shows at the Multnomah Arts Center Gallery. If you are an artist and would like to submit to have a show there next year, the deadline is Sept. 1. Experienced and emerging artists living in the Portland metropolitan area are invited to submit group and solo proposals for shows. For more information contact Jaye Campbell, jaye.campbell@portlandoregon.gov.

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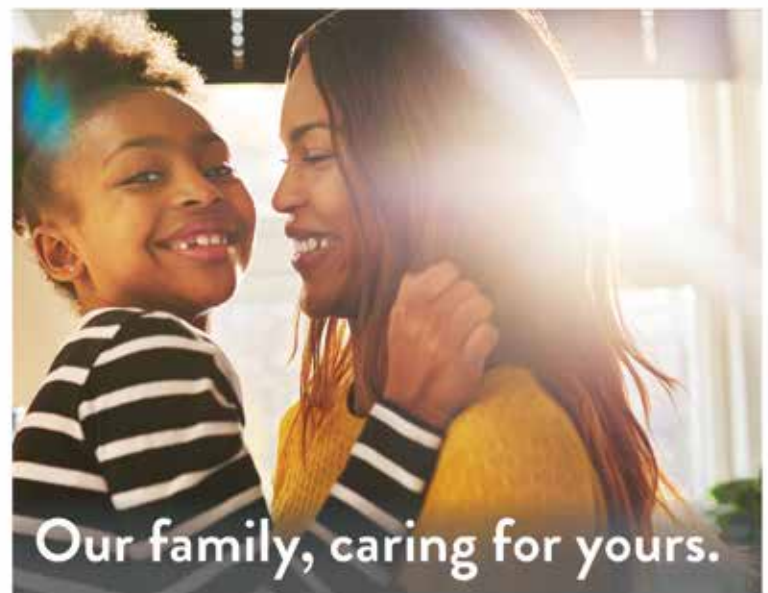
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Business association announces Airbnb promotional partnership

THE COUNTRY STORE

By Erik Vidstrand
The Southwest Portland Post

Multnomah Village Business Association leaders recently announced collaboration between the Airbnb corporate office, southwest Portland Airbnb hosts, and participating MVBA member businesses. Also participating is Choose Local Media who produce the hard copy Multnomah Village maps and a mobile app map.

"This promotional partnership," said MVBA chair Jason Lensch, "is designed to specifically direct Airbnb guests to Multnomah Village to shop at participating businesses throughout the year.

"Participating businesses will offer a promotion of their own choosing for Airbnb guests."

Lensch said that the promotion can be changed whenever and as often as the business would like, similar to the Golden Ticket promotion that happens over the Christmas holiday season.

A list of all participating businesses describing details of their specific promotion will be generated. Airbnb will produce an informational flyer for all Southwest Portland Airbnb hosts. In addition, each host will be encouraged to list this information on their rental website under their

personal recommendations.

There are nearly 50 Airbnb rentals within walking distance of the village.

"Each participating business will be given an Airbnb logo sticker to put in the window of their shop," Lensch said. "This will be helpful for guests to quickly identify businesses who are participating."

Airbnb guests can identify

Multnomah Village Apartments

(Continued from Page 1)

Local resident and architect Matt Engstrand said he is aware of a few properties within a mile or so of the Village that are not currently zoned for multi-family homes but have been proposed for re-zoning under the City's Comprehensive Plan.

"These properties are far better suited to handle the impacts of large scale multi-family and mixed-use development than the Village is," Engstrand said.

Engstrand explained that an early assistance program basically means the architect and developers have a design concept about which they are seeking advice from the city regarding its feasibility. It is common for architects to seek early feedback to learn how the various departments and bureaus will view the project's impacts.

"Very often the information from this meeting drives significant changes in design or project

themselves to the businesses in any number of ways: show an Airbnb itinerary, show a business card from their host, or bring the flyer listing all participating shops.

"This will be a great way to further develop this unique relationship between local hosts and village shop owners and staff," said Randy Bonella, MBVA representative to

Venture Portland. "We're hitting a demographic that doesn't know anything about us."

According to Bonella, there are close to 20 village businesses signed on to participate in the program.

Airbnb will be hosting occasional social mixers in Multnomah Village, supplying food and beverages. The first one was held on July 25 at Riversgate Church.

Choose Local Media will be actively involved in supplying the local hosts with the Multnomah Village maps.

For further information about the promotion, please contact Jason Lensch 503-329-5966 or benji10@comcast.net.



"Hurry Back" says the gas station attendant in the mural where a 40-unit apartment building is under consideration by developers. (Post photo by Erik Vidstrand)

development," Engstrand said.

Early assistance is recommended in situations where applicants have lots of questions, or have a complicated site or issue.

Applications must be submitted with a written project description, several site plans drawn to measurable scales, and nominal fees.

SOUTHWEST CORRIDOR PLAN

(Continued from Page 4)

"Some development would take place, but it would mostly center near the stations," said Bihn.

The steering committee is anticipated to narrow down remaining options to a preferred alternative in early 2018. Further outreach, design, and environmental analysis will take place before a final decision is made on what to construct.

Kehe said that Metro will have an information booth during the Multnomah Days street fair on Saturday, Aug. 19, and at the Hillsdale Farmer's Market on Sunday, Aug. 27. The next community advisory committee meeting will be held on Monday, Aug. 7 from 6:15–8:45 p.m. at the Multnomah Arts Center.

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Questions & Answers About Our Environment

Dear EarthTalk: Is the federal government's decision to take Yellowstone's grizzlies off of the endangered species list good news or bad news for the iconic bear?

— Jeffrey Elder, Los Angeles, CA

It depends on who you ask. The majority of environmental and wildlife advocates would prefer to keep endangered species protections in place for Yellowstone's grizzlies, which they consider to be still at risk. Meanwhile, many ranchers, hunters and libertarians applaud the Trump administration's decision to take the fearsome predator off the list.

But why now? According to the National Park Service, some 690 grizzly bears now roam the greater Yellowstone ecosystem—up from only 136 or so bears in 1975.

According to the park service, "The number of females producing cubs in the park has remained relatively stable since 1996, suggesting that the park may be at or near ecological carrying capacity for grizzly bears."

Secretary of the Interior Ryan Zinke said he considered the delisting decision "very good news for many communities and advocates in the Yellowstone region" and "the culmination of

decades of hard work and dedication on the part of state, tribal, federal and private partners."

But the non-profit Center for Biological Diversity counters that while grizzly bear numbers in the greater Yellowstone area may have improved since the animals were first protected in 1975; the bears continue to be isolated from other grizzly populations and are threatened by recent increases in human-caused mortality.

Meanwhile, climate change and invasive species have taken a huge toll on two of the bears' primary food sources, whitebark pine seeds and cutthroat trout, prompting the bears to prey on livestock outside national park borders, leading to increased conflict with livestock ranchers. The center maintains that drought and climate change are likely to worsen these problems.

Recent scientific data showing a decline in the bears' population over the past two years as a result of "managed kills" due to livestock conflict, car crashes and poaching support the center's claims.

The group's senior attorney, Andrea Santarsiere, said that the Trump administration's real reason for pushing the delisting is more about appeasing trophy hunters "who want to stick grizzly bear heads on their walls" than about concern over the health of iconic American wildlife populations.

"This outrageously irresponsible decision ignores the best available science," said Santarsiere. "Grizzly conservation has made significant strides, but the work to restore these beautiful bears has a long way to go."

Overall, grizzlies now occupy less than four percent of their historic



Yellowstone's grizzly bear population has bounced back from dangerously low numbers since the mid-1970s, but environmentalists think the iconic predator of the American West still needs federal protections to be "out of the woods." (Photo by Christine Stephens, FlickrCC)

U.S. range. European settlement led to the decimation of some 50,000 grizzlies that once roamed the western half of the lower 48 states.

"It's incredibly disturbing to see the Trump administration end protections for these beloved Yellowstone bears even as their numbers are falling," said Santarsiere. "This deeply misguided decision just isn't supported by the science, so the Trump administration may be leaving itself vulnerable to a strong legal challenge."

While the Trump administration has not commented to date about delisting the other major population of grizzlies in the lower 48 in and around Montana's Glacier National Park, environmentalists worry that it's only a matter of time given the

relative population stability there too.

Contacts: National Park Service Grizzly Bear Ecology, www.nps.gov/yell/learn/nature/gbearinfo.htm; Center for Biological Diversity, www.biologicaldiversity.org.

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Multnomah Days street fair to include parade, vendors, music, art sale

By KC Cowan
The Southwest Portland Post

You might not have to worry about it being too crowded to see this year's Multnomah Day's Parade. Organizers say they think the total solar eclipse in Oregon may draw people away.

"We might have a little bit less participants and viewers on the whole day," said Tye Steinbach of Thinker Toys, who is helping coordinate this year's festival.

Organizers were trying to figure out why there seemed to be less

enthusiasm for signing up this year, when they realized the solar eclipse will take place on Aug. 21, the Monday following the parade and street fair on Saturday, Aug. 19.

"We think a lot of people may be going out of town for the whole weekend," said Steinbach.

He still anticipates between 70 and 80 participants in this year's parade, but it's hard to know for certain, because no one is required to sign up in advance. They just show up and get in line.

The parade, which starts at 10 a.m., winds through the village, with participants waving and

tossing candy to the crowds of locals. Afterwards, there are vendors who sell food and craft items, or offer community services. Reservations for vendor booths are down a bit, too.

"Probably 85 to 90 percent of the spaces will be taken, but we could use more artist vendors. And could use more food vendors," said Steinbach, who added he is confident Multnomah Days will still be fun.

"We've still got the

Kids Zone and Kiwanis Pancake Breakfast (8-11 a.m. at Key Bank). And Portland Opera will perform its free "Opera a la Carte" program from noon to 4 p.m. on a stage at Southwest 36th and Capitol Highway."

The Multnomah Arts Center holds its annual art sale on the front lawn of the Center from 9 a.m. to 4 p.m. Ceramic art, jewelry, textiles, paintings and more will be on display.

All the art is created by the teachers, students, staff, and board members of the MAC.

"We try to close it at about 50 artists," said Joan Wray, outgoing MAC board president. "So there's plenty of room and we can put out as much as possible. It's all on the front lawn—nothing inside in the summer. And we pray for no rain."

The art show benefits the Arts Center, with 35 percent of each sale going to support programs. That split is a little better than most galleries, so artists do well, too.



A wide variety of hand-made art is available at the Multnomah Arts Center during the Multnomah Days street fair on Aug. 19. (Photo courtesy MAC)

Last year approximately \$10,000 was raised, which Wray said is the biggest single-day fundraiser each year.

The Kiwanis pancake breakfast is being held from 8-11 a.m. Vendor booths will be open from 9 a.m. to 4 p.m., and the parade begins at 10 a.m. Parade entries should check in and line up an hour ahead of time at Handy Andy's near the bridge. The beer and wine garden opens at 11 a.m. and stays open until 10 p.m. There will be live music scheduled on several stages from 11 a.m. to 10 p.m. Those interested in volunteering are asked to contact Jason Sharp at Umpqua Bank.



These two sousaphone players get ready to perform in the 2016 parade with The Beat Goes On marching band. (Post file photo by Don Snedecor)



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