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The Southwest Portland Post

Southwest Portland's Independent Neighborhood Newspaper

INSIDE:

Two neighborhoods
concerned about design
of Stephens Creek
Crossing – Page 6

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Portland, Oregon

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September 2012

Tryon Life Community Farm not your typical southwest front yard

By Jillian Daley
The Southwest Portland Post

Change is afoot at Tryon Life Community Farm with two potential hires, a fresh revenue stream, farm leaders' successful change of state law and a new, eco-smart hot tub.

Leaders of the currently all-volunteer nonprofit organization are applying for two grants this summer to support two part-time employees, said Dave Bolger, farm outreach coordinator and board member.

Job duties include coordinating farm visits, handling bookkeeping and managing fundraising. Hiring could take place as soon as this winter if the farm gets the grants.

The seven-acre farm, adjacent to the 670-acre Tryon Creek State Park, has received grants to support existing programs and land acquisitions. But, it has never gotten grants to further organizational growth, said Brenna Bell, a founding board member and communications coordinator.

Bell said volunteers and the farm's 20 residents keep things running in-between day jobs, and the program needs a consistent presence for community outreach.

The new jobs could draw funding from two sources. Chris Munro, grandson of the namesake of the Maybelle Clark Macdonald Fund has agreed to sponsor the farm's application for a \$25,000 grant. Farm leaders also are applying for a \$15,000 grant through the Spirit Mountain Community Fund.

The farm has grown a great deal in just the last few months, for the first time selling raw goat milk to the community this April, drawn from four, onsite milking does.

"That feels like a real gift to the community because some people can only digest goat milk," Bell said.

The fat structure of goat milk is more like human milk than cow milk is, making it easier for our bodies to digest, she said.

Bell was among the local and farm leaders who were behind another change this year at the farm – and



On a sun-drenched August 17 morning, 7-year-old Ember Summer, daughter of Tryon Life Community Farm board member Brenna Bell, pats Daisy, a 5-month-old goat. (Post photo by Jillian Daley)

statewide. Bell, who has an environmental law degree from Lewis & Clark, was among the Department of Environmental Quality Graywater Advisory Committee members.

The committee helped create a new program permitting the reuse of graywater via a graywater reuse and disposal system, and DEQ (Continued on Page 5)

City may allow lower cost paving of unimproved streets without curbs, sidewalks

STREET BY STREET

By Lee Perlman
The Southwest Portland Post

Through its Street by Street initiative, the Portland Bureau of Trans-

portation hopes to provide a way to pave local streets that actually happens. In Southwest, however, some locals wonder if it in fact is the right fit.

As PBOT's Christine Leon told the Portland Planning and Sustainability Commission in July, the city

has 62 miles of unpaved streets, and 167 miles of streets without curbs.

These tend to be concentrated in five areas: East Portland, the Southwest hills, the Cully neighborhood of Northeast Portland, Southeast's Woodstock, and the Linnton area in the hills west of the St. Johns Bridge.

In a press release on the program, Mayor Sam Adams (who oversees the Bureau of Transportation) said, "Too many Portlanders live on gravel, dirt or substandard streets. There are over 65 miles of these streets in Portland.

"We are working to offer Portlanders who live on a 46 mile subset of these quiet, graveled neighborhood streets a cheaper paved street design and new financing options to get them 'out of the mud.'"

"Our goal is to get the average monthly cost of this program to property owners from the City standard of \$300 per month average to \$60 per month."

Currently, Leon said, the City pursues a "one size fits all" approach to street paving. They insist on a "high performance" design that can accommodate two lanes of traffic, two lanes of parking, a curb and a sidewalk at least eight feet wide.

This costs \$1,300 to \$1,500 per lineal foot to construct, and means the contribution of a property owner with a 50-foot frontage would be \$70,000, which Leon said would be "unattainable by most people."

Developers are required to provide this level of street in front of

their projects, but the result is isolated and has little practical benefit.

The bureau is looking for "more affordable" improvement models, Leon said, and one is a "lean shared street." On this model, cars, bikes and pedestrians share the street with no clear delineation of separate zones.

These would have a cost of about \$300 per lineal foot, with a cost to property owners of about \$7,500 apiece.

Leon emphasized that this model could only be used on designated local streets that are not emergency routes and have no more than 500 vehicle trips per day. They would be designed for vehicles to travel no more than 20 miles per hour.

Commission member Chris Smith endorsed this approach, saying, "Right now we prioritize auto use, then auto storage, then what's left is for people. Why not be bold and say, 'Streets are primarily for people. Cars are allowed, but they're at the bottom of our priorities.'"

Others were less sure. Commission member Irma Valdez said that in an area without adequate bus service, and with increased density, not providing proper pedestrian facilities could be dangerous. Leon repeated that this approach would be taken only on local streets, and added, "This is better than what we have today."

Commission chair Andre Baugh was concerned that providing a (Continued on Page 2)



Newer row houses face an unimproved roadway along Southwest 45th Avenue near Woods Parkway. (Post photo by Leslie Baird)

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The Southwest Portland Post
4207 SE Woodstock Blvd #509
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COMMUNITY LIFE

By Don Snedecor
The Southwest Portland Post

5 Hillsdale Neighborhood Association is hosting a Harvest Potluck on Wednesday, September 5, at 6:00 p.m. at a special location. Bring a favorite dish to share at The Watershed at Hillsdale (Southwest Bertha Court and Capitol Highway). Potluck at 6:00 p.m., meeting follows at 7:00 p.m. Contact Mikal Apenes, 503-705-9777, mikal@windemere.com for agenda information.

7 Occupy Politics 2012, a show of acrylic on canvas and mixed media on paper by Allen Schmeztler, will be on display at the Multnomah Arts Center Gallery, 7688 SW Capitol Hwy, September 7 through October 3. Opening reception with the artist will be Friday, September 7, 7-9 p.m. Contact Jay Campbell at 503-823-2787 for more information. *Editor's Note: Schmeztler was editorial cartoonist at The Post from 1994-2005.*

11 Read The Crying Tree by Nas-eem Rakha. Meet the author! Tuesday, September 11, 6:30-7:30 p.m., at the Hillsdale Library, 1525 SW Sunset Blvd, (503) 988-5388. Engage in stimulating conversation about books, exchange perspectives about characters and plot, and get to know your neighbors in the Pageturners Book Group. Sponsored by the Friends of the Library. For adults.

Multnomah Neighborhood Association meets again on Tuesday, September 11, at 7:00 p.m. at the Multnomah Center, 7688 SW Capitol Hwy. For agenda information, contact Moses Ross, mnachair@gmail.com or the Southwest Neighborhood office at 503-823-4592.

19 The Southwest Land Use Committee will have a meeting on the proposed Portland Plan on Wednesday, September 19, at 7:00 p.m. at the Multnomah Center, 7688 S.W. Capitol Hwy. The Plan will examine and perhaps change regulations and programs governing City actions and private development, including zoning. City staff is trying to create transitions between designated high-density areas and single-family neighborhoods.

22 Mahrajan, the largest celebration of Arab heritage and culture in Oregon is now in its third year. Experience delicious Arab cuisine, coffee, tea and refreshments, an Arab souq (bazaar), arts and crafts, henna painting, cooking demonstrations, an art show, music, dancing, a fashion show of Arab attire from throughout the Middle East, children's activities, a raffle for prizes, and more! Saturday, Sept. 22, 11 a.m.-7 p.m. Portland Community College, Sylvania Campus, Performing Arts Center lobby and courtyard, 12000 SW 49th Ave. Free parking available. Co-sponsored by the Arab American Cultural Center of Oregon and PCC Sylvania. For more information, visit www.araboregon.org.

24 Coal Hard Truth Forum. There are proposals to transport megatons of coal through Oregon and Washington en route to Asia's coal-fired plants. A panel of experts and community members will discuss the coal export issue.

Learn more at this free event. Monday, September 24, 7:00-8:30pm, Multnomah Center Auditorium, 7688 SW Capitol Hwy. No reservations needed. For information contact Bonnie McKinlay at 503-705-1943 or via email, goto350pdx@gmail.com.

STREET BY STREET

(Continued from Page 1)

lower standard for streets could stigmatize the areas they are located in as lower class communities.

In developing such options, "We need the community to come out and participate," Baugh said. "We need for them to see this as an enhancement of the value of their street."

Leon said that the City would still require developers to pay the same amount of money for street improvements, but provide "flexibility" in deciding how the money is used.

Southwest Neighborhoods, Inc. Transportation Committee chair Roger Averbeck shared some of Valdez's concerns. "It's not okay to ask children, the elderly and people with disabilities to share the road with cars," he told *The Post*.

According to Averbeck, "Traffic

calming would make it more feasible, but would also add cost. This is aimed at other parts of the city that don't have the grade, visibility and storm water issues we have here."

"This may make the roads better for cars, and possibly for bicycles," Averbeck continued, "but you can't create something that is truly unsafe. Safety trumps convenience."

Southwest Trails chair Don Baack had a different take on the proposal. "Sidewalks are fine and dandy, but if you insist on having those, nothing will ever be built," he told *The Post*.

According to Baack, "This is a good start at trying to provide alternative ways to build streets." His own street would meet the criteria for lean shared streets, he said, and so would many others in southwest.


Baack agreed with Averbeck that traffic calming should be included. "We need more creativity in designing streets, and (Leon's) proposal calls for that," Baack said.

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Which comes first, land-use planning or transportation improvements?

BARBUR CONCEPT PLAN

By Lee Perlman
The Southwest Portland Post

City and Metro planners have neatly divided up the work for planning the future of Highway 99W. Inside the Portland city limits, between Duniway Park and the Tigard city limits, the highway is called Southwest Barbur Boulevard.

The Southwest Corridor Plan, which also includes Tigard, Tualatin and Sherwood, is looking at the future of traffic and transit in the corridor, including a possible new light rail route.

The Barbur Concept Plan is one of several efforts by participating jurisdictions to consider what future land uses in the corridor should be, and how to create them.

However, as a briefing on the Barbur Concept Plan before the Portland Planning and Sustainability Commission last month showed, it's hard to separate the two. Specifically, some of the land use goals of the Concept Plan depend on the Corridor Study transportation improvements to succeed.

As planner Morgan Tracy told the Commission, public input so far calls for future development on the street to be a mixture of retail and commercial, at a high density but not so high as the Pearl District or South Waterfront.

For the time being, Tracy said, planners think some of the housing

development might better be placed on roads such as Southwest Taylors Ferry Road or 13th Avenue, within a block of Barbur, rather than directly on it. There is a need for better bicycle and pedestrian facilities, he said.

Commission member Chris Smith, who is sitting on the Concept Plan's stakeholders committee, said, "The pervasive idea is that traffic will increase, and that we have to plan for that. I say we should design the place we want to live in instead of for the backup on the few days a year when I-5 overloads."

Another Commission member, Howard Shapiro, said that in designing future development, "There's a tendency to say, 'We know more than you. Cars won't be here in 25 years anyway, so get over it.'"

However, Smith said, an essential ingredient for the development and success of less car-oriented development is bus service that is "more regular, higher quality and stays on schedule better" than what is now delivered by TriMet, and Smith said he is "frustrated" with that agency.

Southwest Neighborhoods Inc. land use chair John Gibbon told the Commission he shared this frustration. "There's not good news from TriMet, obviously," he said. "(Barbur) Line 12 is a strap hanger from 6 a.m. to 6 p.m." due to limited service. "The planning scenarios assume light rail, and I'm not sure we can count on it. It's going to be a challenge."

Commission chair Andre Baugh said much of Barbur Boulevard is occupied by "car-centric businesses,



A potential light rail station, Southwest 26th Avenue is one of the focus areas of the Barbur Concept Plan. (Post file photo by Don Snedecor)

and there will be a transition. It will be planned obsolescence for a form of life. The question is how do we work with TriMet for the transition?"

SWNI transportation chair Roger

Averbeck said the Concept Plan allowed for short-term improvements to the street in the form of better "access management and pedestrian safety, which is not well managed by the state."



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In Multnomah Village



OHSU Farmers Market serves community, not just medical students

By Jillian Daley
The Southwest Portland Post

The Portland metro area boasts almost 40 farmers markets, but there's one in the Southwest that stands out.

The Oregon Health & Science University Farmers Market crops up every Tuesday during the sunny season (this year it's June 5 through October 30) in front of Mackenzie Hall, a shady lawn next to the Alumni Fountain and amid a small city of university buildings.

Most markets are found in neighborhood parks and parking lots, and there usually aren't crowds of doctors in white coats and nurses in scrubs perusing produce stands.

The market usually boasts about 30 vendors selling wares such as heirloom tomatoes, Katota blackberries, butter lettuce, potted herbs, cut flowers, goat cheese, salsa, beef, lamb, handspun wool yarn, chocolate and Indian-spiced popcorn.

Market manager Eecole Copen said she has worked hard to ensure that there's more than produce for market goers to enjoy.

There is a massage therapist on hand and live music flavors the air. Attendees can pick up breakfast, lunch or a snack at the stands, which offer French baked goods, ice cream, freshly squeezed juice, coffee, Japanese cuisine, sandwiches, pizza, Middle Eastern cuisine and more.

Copen chooses her vendors carefully, taking pride that all produce sold at the market is grown without synthetic pesticides and herbicides, no meat has added antibiotics or hormones and beverages do not contain high-fructose corn syrup.

Dishes are compostable. Once

diners are done eating, they deposit complimentary metal utensils in receptacles spread throughout the market.

Copen has arranged a month-long craft fair this October, showcasing 10 local vendors' handmade products. She said it offers a great chance for early holiday shopping.

The market ran from mid-May to early October for the last five years. This year the schedule changed to early June to the end of October to feature late summer harvest crops such as corn, winter squash and pumpkins, Copen said.

The market provides the community a wealth of resources, and it also helps "grow farms," she said.

Colleen Sanders said the market is crucial to her employer, The Good Food Farm in Silverton, which is small and doesn't do wholesale.

"We wouldn't be able to stay in business if it weren't for markets like these," Sanders said. The market brings customers directly to farmers.

Medical students Dani Babbel, John Williams and Natalie Wilson have become regular customers at the market this summer while school is out.

"We have nothing to do but eat fruit and sit in the sun," Babbel said. "I also love to come and eat the fresh samples of chocolate."

Williams likes the community feel: "It's a good gathering place."

Wilson said she likes having a neighborhood place to buy groceries and fresh cut flowers.

"It's convenient – you don't have to go out of your way to eat good food."

The market also affords low-income people access to good, fresh



Colleen Sanders (left) of The Good Food Farm in Silverton helped medical students Dani Babbel, Natalie Wilson and John Williams at the OHSU Farmers Market on August 14. (Post photo by Jillian Daley)

food. They can use Supplemental Nutrition Assistance Program (SNAP) cards, exchanging a sum of money for tokens to buy produce, plants and seeds.

New Seasons Market awarded OHSU a \$2,000 grant for the second year in a row to help fund the Nutrition Incentive Program. The program allows the market to match every dollar up to \$5 per day per SNAP card.

Produce stands accept Farm Direct Nutrition Program checks and Oregon Women, Infants & Children Fruit & Veggie vouchers. Vendors also take regular checks, and some can even run a credit card.

People can exchange a sum of

money on their debit card for tokens to use at the market.


"Interacting with food producers is priceless," said Mickelberry Gardens employee Kate Malone.

Malone said it's a great way for people to learn about "the many wonderful agricultural products we have here in Oregon."

Copen said there is a lot of interest in those products with almost 2,700 attendees on Aug. 14. The public's desire to buy fresh and local is what inspired the market.

OHSU Food and Nutrition Services hosted a harvest festival in October 2006 to gauge interest in a farmers market, and it was a big hit,


(Continued on Page 5)



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Tryon Life Community Farm

(Continued from Page 1)

began accepting graywater permit applications in April 2012.

Graywater originates from bathtubs, bathroom and kitchen sinks and clothes washers, not toilet water or garbage wastes.

"Reuse of graywater reduces the demand on other sources of water, such as potable water, surface water and groundwater," says the DEQ website.

The farm plans to use graywater to irrigate its gardens, but it needs to make changes to the pipe system first, Bell said.

The farm uses rain water on its gardens, some of which are cultivated within a forested area, creating biodiversity in the same manner Native Americans did, and it is a successful technique, Bell said.

"It's not your typical southwest front yard," she said. "But, there's a lot more food here than in your typical southwest front yard."

Another recent development at the farm is Saturday work parties, which began in February. Projects have included removing invasive species, improvements to livestock areas and building an eight-person, wood-fired hot tub, made of a livestock water trough.

The school year for the Waldorf-style Mother Earth School begins this month, serving nine preschoolers and 12-15 kindergarteners. One slot is open for kindergarten, and there's a waiting list for the preschool.

"If people are interested, there's always the possibility of cancellations if they want to apply," Bolger said.

Field trips and day camps bring hundreds of children to the farm each year.

Through workshops, adults can

learn about a host of topics. Past events have covered sustainable building, raising chickens and gardening.

People are welcome to hold retreats and other events at the farm, using its various amenities, such as an outdoor kitchen, outdoor stage, tea house, barn classroom and ovens made of cob, an adobe-like material, Bell said. Venue-users are encouraged to make a donation, but no one is turned away.

The farm needs \$3,000 per month to stay open, most of which comes from community support in the form of individual donations and education program revenue, Bell said.

The community has backed the farm from the beginning. Originally a family farm, then a rental, a group of environmentalists, including Bell, halted a 23-house development on the site. The group kept the land by raising \$1.6 million in 2006 with support from thousands of local residents, the city of Portland and Metro.

The farm, which falls within Arnold Creek Neighborhood Association boundaries, has gotten plenty of support from the association. Its members wrote letters of support and spoke out at meetings during the effort to save the farm from developers, Bell said.

"I think the neighborhood agrees that a community center that includes a school and community is far more desirable than, shall we say, 20 McMansions," said Michael Dexter, Arnold Creek chairman.

Arnold Creek secretary Sharon Keast said the farm offers something special.

"Not speaking for the neighborhood association, but for myself, I think it is wonderful and enriching to have the farm in our neighbor-

Snapshot



Community activists Don Baack, Frank Rudloff, Susan Rudloff and Rick Nitti stir up trouble at the Multnomah Days Festival, August 18. Normally one of the hottest days of the year, it was wonderfully cool and misty. (Post photo by Don Snedecor)

hood," Keast said. "I like diversity and appreciate the farm's educational programs and am happy they are advancing to a more sustainable urban farm."

"I visited the farm with my two sons when the farm was just starting out. From the beginning, they have had some very bright, passionate, dedicated leadership."

Dexter's daughter attended Mother Earth School, and he said he values his unique neighbors and their hard work.

"They're slowly but steadily growing, and we welcome that," he said.

LEARN MORE Drop-in visits are welcome 11 a.m. to 4 p.m., Friday through Sunday; scheduled visits and events take place Tuesday-Thursday; closed Monday. Location: 11640 SW Boones Ferry Road. For more information, call 503-245-3847 or visit www.tryonfarm.org.

OHSU Farmers Market

(Continued from Page 4)

Copen said. Its success prompted the first season in 2007.

Food and Nutrition Services director Steve Hiatt said the market is now firmly ensconced. "The market has become a part of the institution, so it's not going anywhere," Hiatt said.

IF YOU GO When: 11 a.m. to 3 p.m. Tuesdays through Oct. 30. Where: In front of Mackenzie Hall, 3181 SW Sam Jackson Park Road. For more information on the market, call (503) 494-8792, email farmmkt@ohsu.edu or visit www.ohsu.edu/farmersmarket. For parking information, call OHSU Parking at 503-494-8283.

Consumers also can purchase baskets of fruits, veggies, breads and hummus from Connect2Fresh and pick it up from 3 to 4:30 p.m. at the OHSU campus. For more information or to place an order, visit www.connect2fresh.com.

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Two neighborhoods concerned about new low-income housing development

STEPHENS CREEK CROSSING

By Lee Perlman
The Southwest Portland Post

Home Forward (formerly the Housing Authority of Portland) is seeking last minute changes for its Stephens Creek Crossing project, and that concerns both Hillsdale and Multnomah neighbors.

The project will be built on the site of the former Hillsdale Terrace housing project at Southwest 26th Avenue between Capitol Highway and California Street. At 122 units, the new project will be nearly twice as large as the old one.

Home Forward declined to discuss the design of the project with the community, to the chagrin of some. Now, on the eve of requesting construction permits, they are seeking five major code adjustments:

- To reduce the required side yard setbacks from 14 feet to 10.

• To substitute gravel for the required side yard landscaping.

• To increase the maximum wall length from 100 feet to 203 by combining two smaller buildings into one structure.

• To reduce required window coverage on the south side from a required 15 percent of wall area to six percent.

• To reduce landscaping in the parking lot from a required 5,500 square feet to 3,700.

Southwest Neighborhoods, Inc. program manager Leonard Gard said, "I would have expected some minor adjustments, but this is pretty extreme. It seems pretty late for this."

Aside from the issue of process, residents were concerned about the second request. Multnomah land use chair Susan Rudloff said she wasn't bothered by the reduced side yard setback, *per se*.

However, residents of Southwest



An artist's illustration of the Stephens Creek Crossing low-income housing complex in Multnomah. (Illustration by Richard Hoyden, courtesy MWA Architects)

California Street were already disturbed that the project had "turned its back" on the street through a lack of visual and physical connection, and they felt the use of gravel exacerbated this.

"There's no sense they're part of the community in any way," one

resident complained. Another said, "I really object to gravel. Home Forward will think, 'We don't have to maintain this,' and it will become a repository for garbage and weeds." Hillsdale's Duane Hunting called for either grass or some other green ground cover.

Police ask for public's help in solving robbery at Old Market Pub

By Don Snedecor
The Southwest Portland Post

The Portland Police Bureau, in cooperation with Crime Stoppers of Oregon, is asking for the public's help in solving an armed robbery in Southwest Portland's Maplewood neighborhood.

On August 19, at 1:22 a.m., Portland Police officers assigned to Central Precinct responded to the report of an

armed robbery at the Old Market Pub, located at 6959 SW Garden Home Rd.

As officers were en route to the call they learned that the suspect also took an employee's car.

Officers contacted one of the employees who told police that she closed the pub and was walking to her car with another employee when the suspect came running out of the bushes pointing a gun at them.

The suspect demanded that both employees get in the victim's car with

him and drive to the entrance to the pub, where he forced them inside to get money from the bar.

After obtaining an undisclosed sum of money, the suspect told the victims to lie on the ground and he took the victim's car and fled the area.

The suspect is described as an unknown age white male, 5'9" tall, 160 pounds, brown goatee, white mask, white shirt, blue jeans, black hat, and athletic shoes, armed with a handgun.

The victim's vehicle has been recov-

ered and is no longer of interest. Crime Stoppers is offering a cash reward of up to \$1,000 for information, reported to Crime Stoppers, that leads to an arrest in this case, or any unsolved felony, and you can remain anonymous.

Call 503-823-HELP (4357) and leave your tip information. Detective John Russell of the Portland Police Bureau is in charge of the investigation. Russell may be contacted at (503) 823-0836 or via email, John.Russell@PortlandOregon.gov.

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Dear EarthTalk: Are there certain brands or retail stores where sustainable furniture options can be had? And what should I look for when shopping for greener furniture?

— W. Cary, Trenton, NJ

While we now opt often for greener cars, appliances, household cleaners and food to up the sustainability quotient of our lifestyles, the furniture we spend all day and night in close contact with is often far from eco-friendly.

The vast majority of sofas, chairs, beds and other upholstered furniture we love to lounge on contain potentially carcinogenic formaldehyde and/or toxic flame retardants and stain resisters that have been linked to developmental and hormonal maladies.

And much of the wood used in desks, chairs, tables and the like (as well as in the frames of upholstered furniture) comes from unsustainably harvested lumber, which contributes, to the deforestation of tropical rainforests.

But today, thanks to increased consumer awareness and demand, there are more “green” choices in

furniture available than ever before.

A good place to start the search for that perfect couch or chair is the website of the Sustainable Furniture Council (SFC), a non-profit formed in 2006 to help develop solid standards and certification processes within the home furnishings industry.

The organization has become a leading information source and network of some 400 “green” furniture makers and related retailers, suppliers and designers as well as other non-profits.

Consumers looking for greener furniture can browse SFC’s membership list which features contact information and website links accordingly.

Buyers beware: Just because a furniture maker is listed with SFC doesn’t mean it eschews all chemicals or unsustainably harvested wood entirely, but only that it is making strides in that direction.

Consumers should still be knowledgeable about which green features they are looking for and/or which kinds of materials to avoid.

Of course, with something like furniture you really need to see and feel it in order to decide whether it will work in your space.

Eco-conscious consumers making the rounds at local furniture stores should keep a few key questions in mind for salespersons.

Does the piece in question contain formaldehyde, flame retardants or stain resistant sprays?

Is the fabric used certified under the Global Organic Textile Standard program (which mandates that at least 70 percent of fibers are de-



Thanks to increased consumer awareness and demand, there are more “green” choices in furniture available than ever before. Pictured: A Savvy Rest organic crib mattress distributed by Furniture. (Photo courtesy of Savvy Rest)

rived from organic sources and do not contain chemical dyes or other additives)?

Is the wood used certified by the Forest Stewardship Council (FSC) as sustainably harvested? Does the piece contain any parts or pieces that come from bamboo or reclaimed wood or recycled metal or plastic? And is it easy to disassemble into reusable or recyclable parts if it needs to be replaced down the line?

If the salesperson doesn’t know the answers, chances are the piece does not pass environmental muster.

Limiting your search to brick-and-mortar and Internet-based retailers that specialize in green products is one way to reduce the amount of research and self-education needed,

especially because salespersons in such stores are usually up-to-speed on the latest and greatest in sustainable furnishings.

Some leading national furniture chains that carry a sizeable inventory of sustainable goods include Crate and Barrel, Room and Board and West Elm, but many more single store eco-friendly furniture stores exist across the country.

Some leading online green furniture retailers include Eco-Friendly Modern Living, Furniture, InMod, Mitchell Gold + Bob Williams, SmartDeco, Southcone and Viesso.

EarthTalk® is written and edited by Roddy Scheer and Doug Moss and is a registered trademark of E - The Environmental Magazine (www.emagazine.com). Send questions to: earthtalk@emagazine.com.

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Despite ups and downs, first Sunday Parkways in Southwest deemed a success

By Lee Perlman
The Southwest Portland Post

In July, more than 10,000 people toured Southwest Portland by bike and foot in the first Southwest Sunday Parkways. Cars were barred from a roughly circular route nine miles long that included most of Southwest Terwilliger Boulevard and touched on Hillsdale, Multnomah Village, Gabriel Park and Maplewood School.

It is the sixth year that the event has been held in various parts of town by the Portland Bureau of Transportation, but the first time it has been held in southwest. Except for one experiment with a loop through Mount Tabor Park, it was also the first time participants encountered significant grades.

Not everyone liked the experience. One Oregonian letter writer complained that his child had difficulty on the slopes, and called on the City not to use such a route again.

"Hey, it's the west hills," PBOT event organizer Linda Ginenthal told *The Post*. "Vermont looks straight and level on a map, but it's not."

Conversely, some local residents told *The Post* that the event allowed them to bike on streets where narrow rights of way and poor visibility normally make them too dangerous to ride on.

Roger Averbek, Southwest Neighborhoods, Inc. transportation committee chair and a participant in past Sunday Parkways in other parts of town, told *The Post*, "I'd be surprised if anyone who came didn't know there were hills here. I saw many children on bikes doing just fine."

"It did illustrate the gaps and de-

ficiencies we have here compared to other Sunday Parkway routes. That may be why not as many people ride their bikes here," said Averbek.

In Multnomah Village, businesses such as Annie Bloom Books and Sip D'Vine brought their presence into the street; Food Front in Hillsdale held a berry tasting for the day.

During such events, "Businesses need to consider not just the sales they'll make that day, but the chance to have new people who don't normally come see what's there," Averbek said.

The Sunday Parkways routes are usually on local streets, but with considerable effort Friends of Terwilliger persuaded PBOT to close parts of Southwest Terwilliger Boulevard for the occasion, which was also a centennial celebration of the parkway.

"People bike there every day, but this was a chance to do it without having to worry about cars and traffic," Ginenthal said. "The people who went there loved it."

There have always been pedestrians at Sunday Parkways, but this was the first time they were directed to off-road trails, thus showcasing the Southwest Trails network.

Don Baack, chair of the Southwest Trails Committee, creator of the network, complained that the trail component was "poorly advertised" by PBOT, but that "quite a few" people walked the trail. Others signed up for more information or to volunteer at a Trails Committee booth in Hillsdale.

Because Southwest does not have much of the street grid pattern found in the rest of Portland, finding detour routes for traffic was a more than ordinary challenge.

Indeed, Ginenthal said, the City



Bicyclists make their way along Southwest Maplewood Road during the Sunday Parkways event, July 22. (Post photo by Lee Perlman)

made some route adjustments on the day of the event. Still, she said, there were not nearly as many complaints as there had been in North Portland the month before.

"We received phone inquiries in advance of the event," Ginenthal said. "People weren't surprised." For this she gave credit to the Southwest Neighborhoods Office for getting the word out. "This is what happens when the community makes this event a priority," she said, "and that's what Southwest did."

Southwest Neighborhoods, Inc. executive director Sylvia Bogert main-

tained a booth in Multnomah Village that gave out water and information to participants. "Many people had never been to Southwest before, and asked for directions," Bogert said. "It was really well-received by the community."

Editor's Note: Blocking off nine miles of streets in Southwest, even for just one day, can be a major event in and of itself. One police officer decided that having motorists enter the Wilson High School parking lot (from Capitol Highway and Sunset Boulevard) during the Sunday Parkways event was too dangerous, and so blocked it off. This definitely hurt business at the adjacent Hillsdale Farmers Market.

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