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# The Southwest Portland Post

Southwest Portland's Independent Neighborhood Newspaper

**INSIDE:**  
 City of Portland installs  
 new speed bumps on  
 Capitol Hill Road  
 – Page 8

Volume No. 17, Issue No. 12

www.multnomahpost.com

Portland, Oregon

Complimentary

October 2009

## Hikers test SW Portland's diverse transportation on 4T Trail

By Allison Voigts  
 The Southwest Portland Post

The ground couldn't have been sogrier for the inauguration of Southwest Portland's 4T Trail on one of the last days of summer.

A thick cloud of mist hovered over the trees in Washington Park as the steady rain forced two dozen people to take cover beneath a tent and sip coffee during the ribbon-cutting ceremony.

But as soon as the brief ceremony ended, the hikers set out at a steady clip, chatting merrily as rivulets of water ran down their brightly-colored jackets.

The eight-mile loop incorporates four modes of transportation—hiking trail, Portland Aerial Tram, Portland Streetcar (trolley), and MAX light rail (train)—and takes between 2.5 and four hours to complete.

SW Trails Committee chair Don Baack and his son, Eric, conceived of the 4T Trail project in 2006 as they watched the building of the tram reach completion.

Don Baack said they wanted to make

a greater public asset out of the tram, which cost \$57 million to build—over four times the initial estimate. The Baacks predicted that a trail incorporating Portland's many forms of transportation would become an important tourist activity in the city.

"We pictured it as a gift to Portland that would also encourage tourism," Baack said.

When Baack approached the City Council about the idea, they liked it but were unwilling to provide the \$45,000 needed to mark and advertise the trail. Ultimately Mayor Tom Potter decided to fund the project using his discretionary funds.

Baack partnered with Bruce Murray of the Friends of Marquam and SW Neighborhoods, Inc. in 2007 to lay down firm plans for the trail, which also required approval from TriMet, Oregon Health & Sciences University (which operates the tram), the Portland Streetcar, and the Oregon Zoo.

"There were parts of the trail that I'd never experienced before," said City Commissioner Nick Fish, who enthusiastically

(Continued on Page 6)



Don Baack, chair of SW Trails, points out a sign marking the 4T Trail at the Washington Park MAX station during the trail's inauguration September 19. (Post photo by Allison Voigts)



About two dozen hikers braved the inauguration day's rainy weather to test out the 4T Trail, September 19. (Post photo by Allison Voigts)

## Sears Armory redevelopment awaits HUD approval

### NEIGHBORHOOD NEWS

By Lee Perlman  
 The Southwest Portland Post

Future development on the old Sears Armory site remains what it has long been: a concept.

More than a year ago the Portland City Council awarded Community Partners for Affordable Housing (creators of the Watershed senior housing project in Hillsdale) the right to redevelop the four-acre Jerome F. Sears Armory on Southwest Multnomah Boulevard. CPAH's plan calls for 130 affordable housing units, with a mix of owner-occupied and rental units.

The U.S. Army has declared the property surplus. The problem is that for the Army to donate the property to the City, the Federal Department of Housing and Urban Development needs to okay the project.

"The paperwork is still inside HUD,"

Multnomah Neighborhood Association chair Randy Bonella told *The Post*. "They're nine months late at this point, and they still don't seem to be in any hurry to move forward." This has left Community Partners "in a waiting pattern," he said.

The development team has not proceeded with more detailed designs for their project, being reluctant to invest the time or money to do so until they have assurances that they can proceed, Bonella said.

Kate Allen, an aide to Commissioner Nick Fish who is about to become the City's Housing Policy Manager, confirmed Bonella's account.

With regard to bureaucratic processes Allen said, "If there's anything worse than getting approval from HUD, it's getting approval from HUD and the military." There is no question that the City will eventually obtain the property, she said, "but it's a matter of whether we'll get to complete the project in 2012 or 2014."



### Barbur Boulevard transportation project misses funding

There was some sad news for proponents of a Southwest Barbur Boulevard demonstration project last month.

As reported in the August edition of *The Post*, the project, conceived by Southwest Trails Committee chair Don Baack, would have provided improved pedestrian facilities for both Barbur and other streets that feed into it.

According to Southwest Neighborhoods, Inc. Transportation Committee chair Marianne Fitzgerald, the project was proposed for a federal Active Transportation Demonstration Project grant. Unfortunately, she said, it was passed over in favor of other projects. The Barbur project "isn't dead; it's just in limbo," Fitzgerald said.

### South Portland could benefit from new urban renewal district boundaries

The Portland Development Commission is considering including part

of the South Portland neighborhood in a new urban renewal district, staffer Peter Englander told the South Portland Neighborhood Association last month.

The association was receptive to the idea, for some of the approaches to the Ross Island Bridge would be within the district and make it eligible for tax increment funding.

This in turn might allow the neighborhood to proceed with some aspects of the long-sought South Portland Circulation Plan, which among other things calls for simplifying the bridge approaches, and using the land freed up by this for development and neighborhood amenities.

### Southwest coalition office to offer neighborhood grants

Once again, the Neighborhood Small Grants Program is back. A total of \$20,723 is available from the Southwest Neighborhood Office, part of a citywide program funneled through the City's seven district neighborhood offices by the Portland Office of Neighborhood Involvement.

The money will be dispersed, in increments ranging from \$500 to \$5,000, for community-based projects that increase the "capacity" of community groups, provide an opportunity for outreach to "under-represented communities," and help create partnerships.

Applications will be accepted through November 2. For more information contact the Southwest Neighborhood Office at 503-823-4592.

Don't forget to renew your subscription. Form on Page 2.

The Southwest Portland Post  
 7825 SW 36th Ave Suite #203  
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# PGE should go green, close its Boardman coal-fired plant in 2011

## FROM THE EDITOR'S DESK

By Don Snedecor  
The Southwest Portland Post

On the outside, Portland General Electric's green campaign appears to do what the company's liberal customers want it to do. PGE says it is encouraging customers to pay extra for sustainable power that comes from renewable resources.

And although the utility can't differentiate between the green power and the polluting power, we are asked to do the right thing.

But what the fresh-faced youths at PGE's outdoor booths aren't telling you is that the executives at the government-regulated monopoly have no intention of giving up the coal-fired plant at Boardman, the worst of the utility's polluting power plants.

According to PGE's Integrated Resource Plan (September 2009), the utility can no longer depend on previously abundant hydro-electric power. "The Boardman plant currently serves about 15 percent of our customers' electricity needs and provides a reliable, low-cost source of power."

The PGE report goes on to say, "From

a portfolio perspective, the [Boardman] plant provides important fuel diversity and benefits from the relative abundance and stable pricing of coal. An early closure would trigger the need to consider a major replacement resource during a timeframe in which additional resource needs are already considerable."

Too bad! Community pressure is what caused PGE to move up closure of its Trojan nuclear plant, and community pressure is required to force the utility into closing the Boardman plant.

"PGE's coal-fired power plant in Boardman is the single largest source of air pollution affecting the Columbia River Gorge National Scenic Area," said Michael Lang, Conservation Director for Friends of the Columbia Gorge.

"Pollution from this power plant is obscuring views, damaging ecosystems, and causing acid rain and fog that are likely harming Native American cultural resources. PGE should pull the plug on this aging polluter and move toward greater energy efficiency and renewable sources," said Lang.

It's true that new Oregon Department of Environmental Quality regulations call for \$600 million in pollution controls to keep the Boardman plant operating until 2040.

However, according to the Sierra

Club, none of these new emission controls will curb the 5 million tons of carbon dioxide released by the plant annually. That carbon pollution will become increasingly costly as more laws mandate reductions.

Some environmentalists are calling for a closure of the Boardman plant by 2020. But PGE officials have been quoted as saying the utility can't consider the 2020 closure because of the new DEQ regulations.

Forget about 2020. Closing the Boardman plant in 2011 would help save the

planet, Oregon's environment, and save the utility the \$600 million it would spend over the next 30 years in DEQ-required pollution control equipment.

From an environmentalist's perspective, this is a no-brainer. The cost difference is approximately one half of one percent per year over 30 years. PGE should put its money where its mouth is.

If the utility is really serious about transitioning from coal-fired and gas-fired plants to the utilization of renewable resources, then it should close the Boardman plant immediately and put

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## The Southwest Portland Post

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# Southwest neighborhood coalition seeks greater outreach

By Lee Perlman  
The Southwest Portland Post

Southwest Portland's committed volunteers have accomplished wonders, but some worry that their ranks are growing thin. Southwest Neighborhoods, Inc. (SWNI) board chair Brian Russell voiced this concern at the September 23 meeting.

"We've become a core of people who do all the work," Russell said. "We need to do more to get people to follow behind. There are people who come out once a year for an ivy pull; we need to get them out two or three times a year."

Neighborhood leaders also have to recruit potential successors to themselves, he said.

It quickly became evident that Russell had struck a common cord, and SWNI executive Director Sylvia Bogert said it was "a city-wide issue. People are willing to volunteer, but when asked to take ongoing responsibility they pull back."

Jim Thayer of the Southwest Hills Residential League (SWIRL) said his organization is "run by four or five people." They have recently held events that brought out large crowds, "but did even one of them offer to join SWIRL? No. If you're the chair, the only way to leave is to resign or die." He added, "Looking

around this table, I'd ask, where is our diversity?"

Traditionally, major issues and perceived threats tend to bring people out to neighborhood meetings in large numbers. However, SWNI land use chair John Gibbon said, "The big land use projects are basically gone in southwest Portland."

Jim McLaughlin of West Portland Park suggested facetiously that the group engineer a proposal to install a nuclear power plant at Jackson Middle School as a recruiting technique.

Some people present suggested that local public schools, and the issues surrounding them, represent good grounds for recruiting, and board member Janet Hawkins said that school families represent more diversity than SWNI has. Russell disagreed, saying, "School PTA meetings are a lot like ours."

Thayer agreed, saying, "When we

tried contacting school families, we had a real hard time connecting. These people are focused on their kids."

SWNI treasurer Tom Schuper commented, "Did you stay in the PTA after your kid left school?" He has served on the City Bureau Advisory Committee and said it was "nice, because the commitment had an end date. It's bite sized."

In addition to the more global discussion of participation in general, there were specific thoughts about increasing public involvement in the SWNI board.

Thayer suggested moving the monthly SWNI board meeting from the Multnomah Center, where the Southwest Neighborhood Office is located, to other locations. "Why don't we move into everyone else's living room?" he asked. "This is much more comfortable, but it's a way to get out and mingle."

McLaughlin suggested changing

the meeting time from Wednesday evening to a Saturday morning when, he suggested, more people will be able to attend.

The SWNI board expressed interest in three possible approaches: Having a yearly "guest night" at which the public at large would be invited to come and the agenda would be geared to familiarizing them with operations and issues; having the meetings move to different locations once or twice a year; and having board retreats in outlying locations.

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# Rizwan Mosque invites community to share the feast at open house

By Polina Olsen  
The Southwest Portland Post

Light shone through the windows and into the simple downstairs room at the Portland Rizwan Mosque on Southwest 35<sup>th</sup> Drive. September 5 was open house, and members invited the community to share their feast as they broke the daily fast this holy month demands.

"During Ramadan we fast from dawn to dusk every day for 30 days," Yasemin Zafar explained as she straightened the skull cap on her two year old son. Although her family came from Turkey, Zafar grew up in Germany and came to Portland with her husband about three years ago. "It's a time of reflection," she said. "During the month, Muslims concentrate on spirituality and becoming a better person. It's also a fast of the tongue. We try not to say hurtful things."

Zafar and the other women chatted and prepared food behind the room divider.

Men gathered on the other side as one man chanted from the Qu'ran, the holy Muslim book. A sermon in English followed: "The strength and training we get during Ramadan serves us all year," the speaker said. He delivered

a message of patience, friendship and forgiveness.

Built in 1987, the Rizwan Mosque serves Portland's Ahmadiyya Muslim Community. According to the website [www.alislam.org](http://www.alislam.org), AMC is a "dynamic, fast growing international revival within Islam" that was founded in 1889. They believe "jihad by the sword has no place in Islam, endorse a separation of mosque and state, advocate for universal human rights, and categorically reject terrorism in any form." In Portland, many of the 80 members are from Pakistan. Others are Indian, Gambian, Nigerian, Vietnamese, Turkish, and American. They live throughout the Portland metropolitan area.

Tonight some women dressed like any American while others wore elegant clothes from their original country. All draped delicate scarves over their hair. Chicken korma, butter chicken, shrimp fried with noodles, and elegant cakes graced the tables. A centerpiece of dates would break the fast, according to Muslim custom.

"Our aim is to educate people on Islamic teaching and get to know the community," Rizwan President Richard Reno said about the decision to hold an open house. "We encourage openness between everyone. Islam is probably the most misunderstood religion in



Men listen to a talk before the evening feast during the celebration of Ramadan at the Rizwan mosque. (Post photo by Polina Olsen)

America."

Regarding Ramadan, Reno said Muslims seek spiritual advancement through fasting, similar to other religions. He talked about other holy

days and celebrations. "The day after Ramadan ends, we have Eid ul-Fitr," he said. The day starts with services at the mosque, followed by a feast with special desserts. "My favorite is kheer."

## Kheer (Rice Pudding)

### Ingredients

2 cups coconut milk	½ teaspoon ground cardamom
2 cups milk	¼ cup raisins
3 tablespoons white sugar	½ teaspoon rose water (optional)
½ cup Basmati rice	¼ cup sliced almonds, toasted
¼ cup chopped pistachio nuts	

### Directions

1. Bring the coconut milk, milk and sugar to a boil in a large saucepan. Add basmati rice, and simmer over low heat until the mixture thickens and the rice is tender, about 20 minutes.
2. Stir in the raisins, cardamom and rose water, and cook for a few more minutes. Ladle into serving bowls, and garnish with almonds and pistachios.

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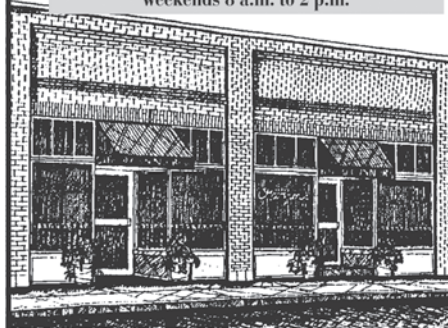
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# Politicians make speeches at MAX Green Line grand opening at PSU

By Lee Perlman and Don Snedecor  
The Southwest Portland Post

The ceremonial Green Line train pulled into the PSU Urban Center station welcomed by PSU President Wim Wiewel and Mayor Sam Adams, along with members of the Last Regiment of Syncopated Drummers and PSU cheerleaders.

The grand opening September 12 of the MAX light rail Green Line, linking Clackamas Town Center to Portland State University, was a time for celebrations and speech making by many area politicians, including two with a South Portland constituency.

As a band and PSU cheerleaders lent the gathering a victory rally atmosphere, State Rep. Mary Nolan (D-Portland) was very much in the mood.

"There are places where transit is considered fringe, not really grown up, not something you can count on," Nolan said. "But here in Portland, in the 21<sup>st</sup> century, transit is a fundamental part of how we define ourselves. This is the coming of age of our communities. This is how we will grow, how we will create neighborhoods, communities, industrial areas and parks."

In keeping with other speakers, Nolan noted MAX's role as an economic development tool, and said that the system has been a catalyst for \$8 billion worth of private development along its route. "That's how we do things," she said. "We will continue to show the rest of the country."

Part of the funding for the first MAX line, from Gresham to downtown, was



State Rep. Mary Nolan (D-Portland) speaks at the MAX Green Line grand opening September 12 at PSU. (Post photo by Lee Perlman)

obtained during the 1970s when the City officially abandoned plans to build the proposed Mount Hood Freeway through southeast Portland.

In those days, "Killing a freeway was not a popular thing to do," State Senator Ginny Burdick (D-Portland) recalled. Critics called MAX "Whoops on Wheels," a reference to Washington State's disastrous experiment with nuclear energy development, she recalled.

At one point the decision to tunnel through the west hills seemed "technologically impossible." "Baby, things have changed!" Burdick declared.

The next MAX project, now in final planning stages, will bring the rail line south from PSU, through the South Waterfront, across the Willamette River via a new bridge, and southward to Milwaukie.

The next after that, in early planning stages, would be a line along Southwest Barbur Boulevard to Tigard. Referring to this latter, Burdick said, "The odds are looking good."

She added, "We're buying into not just cars on rails, but a vision of a community where we're not so car-dependent. It's a miracle! We've come a long way." And, although rail development

still has a long way to go, "This is a very important landmark," she said.

In addition to Nolan and Burdick, speakers at the PSU grand opening event included Congressman Earl Blumenauer, FTA Administrator Peter Rogoff, Metro President David Bragdon, Clackamas County Commission Chair Lynn Peterson, and a representative from Governor Kulongoski's office. Dancers from the Cami Curtis Performing Arts Center wrapped up the celebrations with a dance to The O'Jays "Love Train."



Rina Menashe and Jennifer Robinson

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### Hikers test 4T trail

(Continued from Page 1)

astically supported the project once he was elected. "After I did it, I fell back in love with Portland."

The inaugural walk on September 19 began at the Washington Park MAX station, slipping past the Oregon Zoo and over Highway 26 before entering dense forest along the Marquam Trail. The trail then climbs up to Council Crest Park, the highest point in the city, for views (on a drier day) of the Cascade Peaks, before offering hikers a choice between a strenuous 2.2 mile walk through the Marquam Nature Park or a 1.6 mile shortcut along SW Marquam Hill Road.

"We're on the trails all the time," said Hillsdale resident Sheila Fink, who did the inaugural walk with her husband, Carl. "It's one of the things that keeps us here."

The walking portion of the trail cov-

ers 4.5 miles (four miles if you use the shortcut) before arriving at the OHSU campus and tram. The three-minute tram ride is mostly gentle, with a few exciting dips, as it passes over the Lair Hill neighborhood's multi-colored Victorian houses.

At the bottom, a trolley awaits to carry hikers back to the MAX station at SW 10<sup>th</sup> Avenue and SW Yamhill Street downtown. To truly come full circle, take the MAX back to the Oregon Zoo and ride the elevator 260 more feet to where you began.

For three to four hours of exercise and entertainment, you pay only the cost of a TriMet ticket—\$2 for a two-hour pass, or \$4.75 for an all-day ticket. Nine interpretive signs and over 100 directional markers keep trail users on the correct route. But you'll have to leave Fido at home for this hike; dogs are not allowed on the tram, trolley, or train unless they are service dogs.

### PGE should go green

(Continued from Page 2)

100 percent of its effort into developing and/or purchasing renewable resource electricity to make up the difference.

"Continuing coal-generated power is an irresponsible, costly path," said Brock Howell, advocate for Environment Oregon. "Oregon communities are investing heavily in solutions to the climate crisis, but by refusing to systematically bring Oregon's only coal plant to closure, PGE will lock Oregon into another 40 years of toxic pollution and ensure we can't meet our state climate goals. This has huge environmental and long-term economic liability."

But unless PGE closes Boardman, ceases plans to build new natural-gas fired plants, and stops polluting the environment, is it rational to assume that they are serious about advancing renewable energy sources like solar, wind power, wave energy or geother-

mal? Think about that the next time someone from PGE asks you to pay extra for renewable energy.

### South Waterfront Retail

(Continued from Page 7)

riverfront."

The Planning Commission ultimately voted four to one to remove the feet of Southwest Curry and Gaines streets from the required retail areas. The amendments, with both sets of recommendations, will next go to City Council.

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# Should ground-floor retail in South Waterfront be mandatory or recommended?

By Lee Perlman  
The Southwest Portland Post

Two City review bodies last month came to different conclusions, and issued different recommendations, regarding new code provisions for the South Waterfront.

The South Waterfront Code and Design Guideline Update Project is a package of amendments to a special set of recommendations adopted for this area. Most of the changes are minor; only two generated discussion before the Portland Design and Planning Commissions, and only one generated opposition.

In an attempt to keep out "big box" retail, the regulations forbid retail buildings larger than 60,000 square feet. Both groups agreed to exempt hotels from the restriction. The other change would require current and future developers to provide ground floor retail space at certain specified locations.

The guidelines call for "energizing" the area, and especially the Willamette Greenway, by having "active uses" in the ground floor, and in City usage this usually translates into retail. Under the area's CX zoning, such uses are allowed by right anywhere.

However, Planner Troy Doss told both commissions, not much has been

built. "If you take out the Old Spaghetti Factory (restaurant), there's about 100,000 square feet of retail in this district, and about 70 percent of that is vacant," said Doss.

There is particular fear that the path along the Greenway will be seen as private space, even though it is public.

As a result, a code amendment makes ground floor retail use *mandatory* at certain locations, including some developed and occupied buildings.

These are the length of Southwest Gibbs Street, much of Gaines, and the feet of Southwest Gibbs, Curry, Gaines and Lowell streets. These are highly unusual requirements.

Several South Waterfront residents, while expressing support for the provision in principle, argued against applying it along the Greenway for aesthetic and strategic reasons. Fred Gans, while saying there were "obvious advantages" to more retail, said that the Greenway was "a relaxed and natural setting" that needs to be preserved. "We're not interested in replicating the Pearl or Pasadena," he said.

Atwater resident Betsy Russell said that "concentrating retail in a certain area in general is a good thing." "However," she added, "I strongly disagree with putting it along the Greenway. This is a unique opportunity for a district that can juxtapose intense develop-

ment with the quiet of the river. Retail would be a profound and unwelcome change."

According to Russell, it would constitute "a moral breach of agreement" with residents sold on the area's natural setting. She also questioned whether retail would work.

Russell moved from Riverplace, whose retail frontage has been "plagued by failure. The isolation makes it difficult to attract customers, so there's a high turnover." Likewise, the Greenway is "not likely to be an area of high traffic." And there is a coffee shop a block away.

Another resident, Susan Valenta, said that while local-serving retail would be okay, she feared boutiques that would draw crowds from outside.

The Design Commission sympathized with residents, but stood firmly behind the recommendations. Commission member Tim Eddy said that in reviewing South Waterfront Projects, "In each case we asked for and encouraged activity on the waterfront, and it's remained the missing ingredient. There's the potential for this to become an effectively privatized area. Now I feel we're on the right track."

Commission member Andrew Jansky said that after the second South Waterfront project, "I was convinced of the need for something like this. It's a really

complex issue – it involves a public easement across private property – but we've got a multi-million dollar investment here for the people of Portland. I don't want to see an expanse of land with no services, and signs that say, 'Private property. Keep off.'"

Commission member Ben Kaiser said, "We want this area to be as accessible to as many people as possible, and it wouldn't attract as many people as it would if it had a kayak or coffee shop. Retail is the biggest attractor, and there's a severe dearth of retail along the river."

The commission voted unanimously in favor of the staff recommendations. The Planning Commission had a different take on the situation.

Commission member Jill Sherman, cited the conditions Russell described and said, "If there's anything worse than not having active storefronts it's having empty storefronts." She agreed with the idea of "activating" the area, but said, "The argument that retail is the only way to get there bothers me."

Commission member Irma Valdez didn't agree. "We didn't begin with an organic neighborhood here; it was created by developers," she said. "People had a vision for this area. If you're going to create it, you have to take some risks. This is public versus private use of the

(Continued on Page 6)

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## City offers subsidy, installs speed bumps along Capitol Hill Road



Trucks maneuver over one of the new speed bumps on Capitol Hill Road near Custer Park (Post photo by Don Snedecor)

By Lee Perlman and Don Snedecor

On September 25, City of Portland crews installed a series of 11 speed bumps along the length of Capitol Hill Road between Barbur and Bertha boulevards. This is the culmination of three years of work by volunteers.

Last month Portland Bureau of Transportation officials told Mellani Calvin, Lisa Broten and other volunteers associated with the ad-hoc organization CHR-SOS that at the urging of Mayor Sam Adams they had located \$16,000 for the Southwest Capitol Hill Road traffic calming project.

Mayor Adams attended a National Night Out party held at Custer Park in August as a fundraiser for the ad-hoc organization, CHR-SOS, and seemed to be impressed, said Calvin.

"We know this would not have been possible without your support," wrote

Calvin and Broten in a thank you letter to Adams. "The project was completed in one very long day and we are already seeing definite reductions of speeds."

The funds represent 60 percent of the cost of the project. In the past, the City routinely offered such subsidies for qualifying community-generated projects such as this. It was discontinued due to budget shortfalls.

Still \$2200 short of the total needed, Calvin said CHR-SOS would continue with fundraising efforts, collecting voluntary assessments from adjacent property owners and holding a silent auction in December. A celebratory picnic is being planned for sometime this fall.

For information about the Capitol Hill Road traffic calming project, visit their Facebook page at <http://www.facebook.com/pages/SW-Capitol-Hill-Road-Neighborhood-Portland/126567478562>.



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