

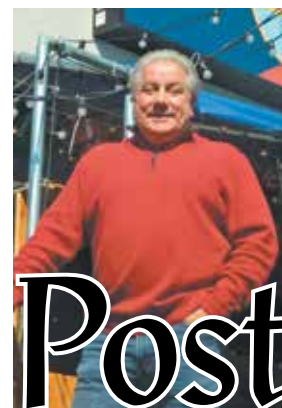
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Pedestrian connections considered between future MAX line and Marquam Hill

SOUTHWEST CORRIDOR PLAN

By Erik Vidstrand
The Southwest Portland Post

In September, Metro community advisory committee members met to review access options up to Marquam Hill for the Southwest Corridor Light Rail Project. Metro and TriMet staff gave presentations.

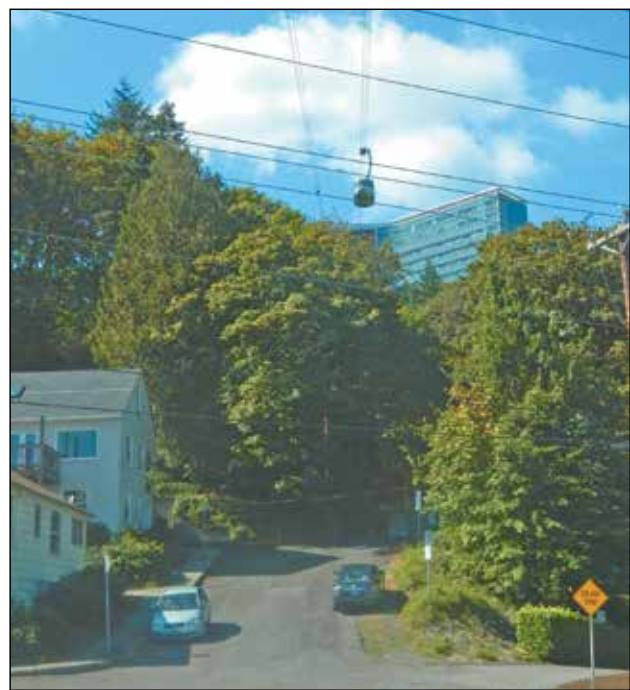
According to Eryn Kehe, the senior communications specialist at Metro, the final draft environmental impact statement is approaching completion and is scheduled to be released around mid-January.

Kehe described a ramping up of issues to be discussed in the next three months.

"The advisory committee will have time to look at this before the end of this period and vote yea or nay on the findings," Kehe said. "Not every committee member will agree but we hope to try for a consensus.

"There will then be a 45 - 60 day public comment period," Kehe said. "We anticipate getting thousands of comments."

Kehe explained that the Metro steering committee, made up of local officials, will review input from the advisory committee as well as from public comments. The steering committee will then make the final decisions.



One of the proposed MAX line stations is located at Southwest Gibbs Street and Barbur Boulevard.
(Post photo by Erik Vidstrand)

Kehe announced that University of Oregon students are partnering with TriMet to give perspectives on light rail corridor components.

Students will be working on exploring design concepts for pedestrian connections between the light rail line and Marquam Hill.

Potential redevelopment between Southwest 13th and 19th avenues is being considered including a mixed-use transit center and Barbur

Boulevard as a "main street" community amenity.

In August, the community advisory committee was presented with preliminary light rail route options as trains leave downtown.

Routes selected were either Barbur Boulevard or Naito Parkway. Milt Jones, the land use chair of the Homestead Neighborhood Association, in the heart of this area, stated that the association voted unanimously to endorse the Barbur alignment line over the Naito Parkway.

Stations are proposed for both routes at Gibbs Street. Access to Marquam Hill would be a bit longer coming from Naito Parkway. The aerial tram travels above Gibbs Street.

The main topic for the September meeting was addressing the various options up to Marquam Hill. Jones expressed his concern of making sure that the Veterans Affairs Medical Center is not neglected when addressing connections up to the hill.

"It's not just [Oregon Health & Science University] staff and patients using the transit system," Jones said. "[Veterans Affairs] patients are much more dependent on public transportation including those who are wheelchair-bound. I encourage the committee to keep access and service to the VA in mind."

The Homestead Neighborhood Association recommended that the route be protected from the weather, have adequate lighting, consider safety concerns, and respect the aesthetic and functional integrity of the Terwilliger Parkway design guidelines.

In 1983, the Terwilliger Parkway design guidelines were created to invoke the "forest corridor" concept.

After public input, Matt Binh, Metro project manager, presented options for the Marquam Hill connection, as it is called.

"Marquam Hill endures auto congestion and has limited parking," Binh said.

"Even the tram is congested."

Binh went over four different scenarios. Three of the four connection options would reach the seventh floor terrace of the Kohler Pavilion. According to Metro, this is the preferred location because it would provide a large, open location with multiple Americans with Disabilities Act-compliant exit points to multiple destinations.

The first connection would consist of an on-grade path which would consist

of paths, bridges and elevators arriving at the third floor of the pavilion. A safe crossing over Terwilliger would be constructed.

The second option is identical to the first but has a recessed path which would go under Terwilliger, head to an upper elevator, and end up on the seventh floor.

"The third option," Binh said, "includes two elevators, two bridges, and an on-grade path."

"A 180-foot-long tunnel would lead from the open area to the upper elevator."

The final option has a single tunnel, approximately 450

feet long, an elevator, and a bridge. Committee members brought up their concerns including the cost of each. Costs have not been developed yet said Binh.

"The tunnel is most expensive, no doubt," Binh said. "It will involve more construction and impact trees."

Members asked if the tunnel was for pedestrian use only. Binh replied it would be multi-use.

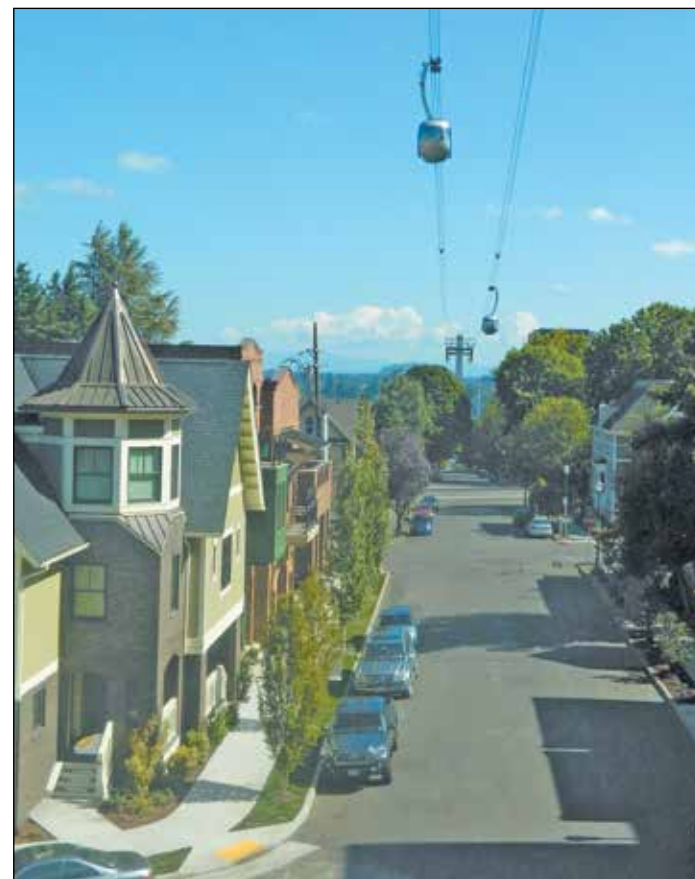
"What would be done to keep the homeless out of the tunnels?" another member asked.

Would security be necessary? Should paths be constructed with slope in mind to make it easier for people on crutches, walkers, and wheelchairs?

"All these concerns will be covered in the draft environmental impact statement," said Binh, "as well as ongoing maintenance and operating costs."

Bike corrals and bike lockers would be needed so that bicyclists would not schlep their bikes up the hill.

Tim Dickey, member-at-large, who hails from Los Angeles, described the



A view of Gibbs Street facing east from Barbur Boulevard with the aerial tram overhead. A proposed light rail station would be located at Naito Parkway in the distance.
(Post photo by Erik Vidstrand)

Angel's Flight funicular in downtown Los Angeles. Dickey said he was surprised that there wasn't a more creative aspect to get up to Marquam Hill.

Arnie Panitch, representing the TriMet committee on accessible transit, wanted to know what OHSU wanted for a route up to Marquam Hill. Brian Newman, who represents OHSU, responded that they did not like the first option.

"Others could work with some better designs," he said. "Security will be addressed."

Staff said all the options have safety issues. Even a bridge can feel very vulnerable no matter what time of year or day.

What's next for the project? Staff will speak to more people along the alignment and there will be two opportunities in October for the public to participate: Monday, Oct. 2 is the regular advisory committee meeting and a workshop will be held on Monday, Oct. 23. Both gatherings are from 6:15 p.m. - 8:45 p.m. and will be held at the Multnomah Arts Center, 7688 SW Capitol Highway.

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Letters to the Editor



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Averbeck attribution in Southwest Corridor Plan story incorrect

Regarding, "Southwest Corridor Plan: Should future light rail run along Barbur Boulevard or Interstate 5?" by Erik Vidstrand, The Post, August 2017.

I recently read an article regarding the Southwest Corridor in the August 2017 edition of the Southwest Portland Post.

The article discussed the July 10 meeting of the Community Advisory Committee at Portland Community

College Sylvania, focused on alignment options on Barbur Boulevard vs. Interstate 5.

The text describes a discussion between Matt Binh and myself [regarding safety for bicyclists and pedestrians along Barbur Boulevard]. This discussion is inaccurate, actually impossible, because I did not attend the July 10 committee meeting. I was out of town on this date.

Marianne Fitzgerald (my alternate on the committee) attended the meeting. I discussed this issue with Fitzgerald—she did not express the comments attributed to me.

We respectfully request a printed correction in a future issue.

Roger Averbeck

Editor's Note: While the quotation was accurate, we apologize for the misattribution. Evidently, another member of the committee was quoted by our reporter. We regret the error.

Metro project manager comments on Southwest Corridor Plan story

The Southwest Corridor project is studying improvements, including light rail, that could make getting around Southwest Portland easier, safer and more reliable for everyone.

The project team would like to thank the Southwest Portland Post for following this important project and we encourage readers to contact us anytime with their questions or comments. Project background and contract information is on the project website: www.swcorridorplan.org

The project team would like to clarify a few topics discussed in a

story in The Post's August 2017 issue, "Southwest Corridor Plan: Should future light rail line run along Barbur Boulevard or Interstate 5?"

There are three route options under consideration in Southwest Portland south of Terwilliger Boulevard. The light rail could run:

- in the center of Barbur Boulevard, with two auto lanes on either side,
- next to Interstate 5, or
- it could transition at some point from one to the other

For any of these rail options, the project proposes continuous sidewalks and bike lanes along Barbur Boulevard from downtown through Southwest Portland.

To help pay for that work, we will apply for federal funds which may cover up to 50 percent of the cost. The Federal Transit Administration

is supportive of station access investments as part of a light rail project.

Finally, we believe the attribution of several quotes and comments in the article to be inaccurate.

Many of these statements were made at the community advisory committee meeting, but not always by the individual cited. We simply request that your readers not assign specific statements with the people named in the article.

The project team will be in Southwest Portland this fall and is eager to answer your questions. Find us at the Hillsdale Farmer's Market on October 22nd. Or follow us on Facebook at www.facebook.com/swcorridor

Chris Ford
Southwest Corridor Project Manager
Metro



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Schools Committee sponsors tech gathering at Stephens Creek Crossing

By Jack Rubinger
The Southwest Portland Post

The first SWNI Schools Committee meeting of the 2017/2018 school year was kicked off by brainstorming ideas for tools each participant may bring along to get things accomplished.

One exciting schools committee project is the Tech Equity Project that began in 2015. With Office of Neighborhood Involvement small grants, the committee has connected resources with schools, families, individual students and neighbors who do not have students in schools.

A Resource-Full Gathering is scheduled for Oct. 19, at Stephens Creek Crossing, 6719 SW 26th Ave. starting at 6:30 p.m.

This gathering is intended to integrate input from recent community conversations with technology related enrichment activities and partner connections.

Parents, neighbors, school leaders, teachers and residents of Stephens Creek Crossing may attend, share a free catered meal and get to know each other.

Whether it is about connections to high speed internet, online safety or coding discussions and after school access, the Schools Committee and partners have pulled together to engage and enrich students and parents who are willing to gather and discuss technology related

education support.

Partners include Neighborhood House, Multnomah County Library, Portland Jewish Academy, Free Geek and Home Forward.

Maripat Hensel, SWNI Schools Committee Chair, is prepared for anything the Schools Committee may want to embrace.

Hensel remembers details, faces, personalities, anecdotes, and stories that make committee goals seem fun and exciting.

Her tools from the session brainstorming – a knife and spoon. Her key for Schools Committee outreach? Active listening.

The committee's purpose is to promote the best possible schools for all students in Southwest Portland through strong neighborhood involvement.

The committee has worked for nearly 12 years and has an Annual Action Plan. This written plan is a roadmap for the year and available to share at a moment's notice.

While neighbors may not be as well versed with this committee as they may be with public safety, land use and transportation, regular members of the committee are actively working with school administrators and teachers to facilitate community involvement projects.

Members also meet with community partners, including representatives of the Multnomah County Library, SUN School Programs and City of Portland

bureaus to integrate outreach and education efforts.

This committee strives to increase visibility for what they do, who they help and how they can be reached. The idea is to enhance communications between public and private schools and neighborhoods.

Members address issues such as school boundaries, the role of school property as open space, school closures, sale of school properties, school events and partnerships with neighborhood associations and other organizations.

SWNI empowers citizen action to improve and maintain the livability of Southwest neighborhoods. The schools committee is a standing committee of Southwest Neighborhoods which is a coalition of 17 neighborhood associations.

Hensel carries a background in business and experience with non-profits to her leadership role with the schools committee.

Committee members and volunteers feel her passion and excitement about making things happen for students in the community.

Hensel continues to work toward getting the community to know each other better by maintaining consistent touch points.

This past summer, conversations



Maripat Hensel is chair of the SWNI Schools Committee. (Post photo by Jack Rubinger)

with community members and committee members were held to listen and understand the services and support that may be needed. By asking "what do you need?" schools members get people engaged. Then, this group figures out how to create replicable, meaningful support and connections.

Guests are always welcome to attend regular school year meetings.

(Continued on Page 8)

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THE COUNTRY STORE

By Erik Vidstrand
The Southwest Portland Post

Multnomah Village Apartments getting closer to completion

The Multnomah Village Apartments, located at the corner of Southwest 33rd Avenue and Capitol Highway, are almost complete, according to Bremik Construction. The project consists of a four-story 77,000 square foot apartment building with 72 units with some parking, common space amenities, and 5,600 square feet of retail space.

According to Trevor Ritchie, project engineer with Bremik, the



Bremik Construction expects to complete the Multnomah Village Apartments by late fall. (Post photo by Erik Vidstrand)

grand opening is scheduled for late November or early December.

Unitus Community Credit Union, Spielman's Bagels, Blue Star Donuts, and Little Big Burger all have executed retail leasing contracts but do not yet have move-in dates.

"We are very pleased with the progress we were able to make this summer, especially after the winter we experienced," Ritchie told *The Post*. "Right now we are tracking for a smooth finish, weather permitting."

"With final deliveries being made and the majority of the work taking place inside the building," Ritchie said, "we expect traffic impacts to be reduced considerably and appreciate everyone's patience up to this point."

Ritchie said that Bremik will be pushing back the fence line to allow for pedestrian use on either side of Capitol Highway during special events.

Inquiries concerning apartment leasing should be made to Ashley Pagsolingan with Greystar Property Management at Ashley.pagsolingan@greystar.com.

Salvador Molly's gets a new owner

There is a new owner at Salvador Molly's. Brian Ford recently took over the reins of the popular Hillsdale eatery. Ford is the son



New owner Brian Ford takes a break during the lunch rush at Salvador Molly's. (Post photo by Erik Vidstrand)

of Henry Ford who opened up a steak house/lounge on Barbur Boulevard in 1955.

Salvador Molly's was founded by Chef Scott Moritz as a tamale cart at the Portland Farmer's Market in 1994. Rick Sadle helped Moritz turn it into a restaurant in 1996 and locate it at 1523 SW Sunset Blvd. between the Hillsdale Library and Hillsdale Pub. Sadle recently sold the business to Ford.

After Henry Ford's closed in 2003, Brian Ford opened up Ford's on Fifth in Northwest Portland which lasted almost five years. Ford then took a break until recently when a friend of his told him Salvador Molly's was up for sale.

"I jumped at the deal," Ford said. "Salvador Molly's has an incredible reputation."

Ford said they have already started sprucing up the place with some minor remodeling. Ford says he won't make any major changes. The same chef for 13 years will remain as well as the staff of 28.

Ford grew up in southwest Portland and went to Jesuit High School.

"This is a lovely neighborhood," Ford said. "We are looking at expanding and have been looking at several locations in Beaverton and at the airport."

Ford said they'll continue to cater for businesses and residential parties.

(Continued on Page 8)

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COMMUNITY LIFE

By KC Cowan and Don Snedecor
The Southwest Portland Post

3 The Torah of Leonard Cohen: Did you know Leonard Cohen was the grandson of two of Canada's prominent rabbis? Join musician, poet, Torah scholar and Leonard Cohen devotee, Alicia Jo Rabins, on a deep, joyfully thought-provoking Jewish journey through Cohen's songs and poems. This is a three-week class, meeting on Tuesdays at the Mittleman Jewish Community Center, 6651 SW Capitol Highway, beginning Oct. 3. Cost is \$40 for all three sessions. Contact MJCC (oregonjcc.org) to register or for more information.

6 Mixed Media: "Holding Space," mixed media paintings and "Meditations on the Platonic Solids," metal sculpture opens at the Multnomah Arts Center, 7688 SW Capitol Highway, with an artist reception Friday, Oct. 6 at 7 p.m.

Rieke Field Celebration: Join Parks Commissioner Amanda Fritz and students from Rieke Elementary School and Wilson High School for a ribbon-cutting ceremony on Friday, Oct. 6 at 10 a.m. at Rieke Field, 1405 SW Vermont St. For more information, visit www.portlandoregon.gov/parks/69497.



Before and after photos of the brand-new Rieke Field. (Courtesy Portland Parks and Recreation)

13 Repair Fair: Why toss it if you can fix it? The Garden Home Community Library hosts its annual Community Sustainability and Repair Fair on Friday, Oct. 13 from 5-7:30 p.m. at the Garden Home Recreation Center, 7475 SW Oleson Road. Bring your broken items such as blenders, mixers, coffee makers, vacuums, bikes and more. Volunteers will fix them for free.

14 Electric Cello: Composer and electric cellist Gideon Freudmann gives a free concert at the Hillsdale Library, 1525 SW Sunset Blvd. You will be astounded at the sounds he gets out of his cello—a mix of classical, modern, jazz and blues, richly detailed in its nuance and complexity. Saturday,

Oct. 14, 11 a.m. to noon. For more information, call 503-988-5123.

21 Recycle It! On Saturday, Oct. 21 from 9-11:30 a.m., anyone in Southwest Portland is welcome to bring items they can't leave for curbside disposal to the Greater Portland Bible Church, 2374 SW Vermont St., and they'll take care of it for you. Go to <http://www.community-recycling.org/#> to see the list of acceptable items. Freewill offering suggested.

22 Bats in the Belfry: With Halloween nearly here, it's the perfect time to learn the truth about one of the most misunderstood and beneficial

creatures on Earth—bats! Learn about bat diversity, echolocation and diet. Study live bats before releasing them back into the night sky. Sunday, Oct. 22, 2-3 p.m. at the Capitol Hill Library, 10723 SW Capitol Highway. For more information, call 503-988-5123.

31 Halloween in the Village: Do your trick or treating in safety! From 3:30 to 5:30 p.m., all through Multnomah Village, kids can get treats from local businesses, enjoy surprises and do it all in the daylight! Sponsored by the Multnomah Village Business Association. Free. Dress up and have fun! See advertisement on Page 8 for more information.



Trick-or-treaters will be out in force in Multnomah Village on Halloween.

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The dental office is a place people typically don't enjoy being or even walk into with a smile. However, there are a few rare patients who not only seem to enjoy visiting us, but give us something to smile about. In our office, patients are friends and many of those friends have followed Dr. Steven Little throughout his dental career which isn't something often heard in this industry.



Patty Bonney was the first patient Dr. Little saw back in 1991 while still attending dental school and she has stayed with him ever since. Patty always arrives to our office with a warm smile and optimistic attitude, but that's not all she brings... she also carries with her a backpack.

This backpack is filled with endless reasons why she is so special to us and so many others. Patty spends her time in the chair knitting hats to be donated to multiple organizations that need them the most. If you pass through our office during one of her appointments, you will see her laid back in the dental chair, hygienist hard at work and Pattys knitting needles up in the air creating one of her precious gifts.

Patty is a member of the Family Community Services Home Extension Group and for over 30 years has knitted hats to be donated for the premature newborns in the Neonatal Intensive Care Unit of both OHSU and Tuality Hospital.

According to Patty, she has made over 1,000 hats to date and doesn't plan to stop anytime soon. More recently, Patty has also been contributing to the NW Pilot Project by knitting hats and scarves for young adults that have been placed in group homes.

It takes a special person to give so much to so many without ever expecting anything in return and she is absolutely one of those people. As dental care professionals it's our goal to put a smile on the face of every patient that walks through the door, but it's patients like Patty that give us a reason to smile over and over again. Thank you Patty for being such a wonderful addition to our family at West Hills Dental Center and for your continued dedication to spreading smiles and being an inspiration for us all.



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State commission to provide development criteria for future MAX line

By Erik Vidstrand
The Southwest Portland Post

In August, Governor Kate Brown signed House Bill 3202 providing procedures and requirements for establishing criteria for citing of the Southwest Corridor MAX Light Rail Project.

The bill requires the Land Conservation and Development Commission to establish criteria to be used by the Metro Council to adopt a land use final order approving project improvements and locations for the light rail.

The new transit line is not under one government jurisdiction. In this case, the proposed line would cross two counties (Multnomah and Washington) and three cities (Portland, Tigard, and Tualatin).

The commission held a hearing in late September in La Grande to consider the proposed criteria. The results of the hearing were not available at press time.

HB 3202 creates a streamlined process for a single final order that would authorize the light rail route. It does not directly approve the location for the light rail line but directs the commission to set criteria for reviewing the proposed project based on relevant statewide planning goals and local plan policies.

It also provides an expedited process to handle any appeals of the criteria. According to the commission,

approvals may include “reasonable and necessary conditions of approval and by themselves or cumulatively, prevent implementation of a land use final order.”

Highway improvements include ancillary facilities such as retaining walls, bridges, signals, electrification equipment, lighting equipment, staging areas, facilities for bus or rail travel, stormwater facilities, wetland mitigation facilities, and facilities designed for vehicle, pedestrian and bicycle traffic.

At the September meeting of the Multnomah Neighborhood Association, land use chair Jim Peterson reminded members that the association had filed objections to zoning changes in the Portland Comprehensive Plan.

“The city could increase the capacity of residential units along Barbur [Boulevard] by 28 percent,” Peterson said. “This should be a public process.”

Peterson wrote the commission on Sept. 22. “We are concerned that the criteria need [strengthening] to protect single family housing.

“These criteria originated from the light rail project along North Interstate and Portland’s planning policies have engendered widespread displacement and gentrification.

“Criteria need to be modified to reflect the nature of Southwest neighborhoods and to protect the existing character.

“The Multnomah Neighborhood



The cities of Portland and Tigard, along with Metro, are developing an Equitable Housing Strategy for the Southwest Corridor. An Affordable Housing event is being held on Oct. 14 at Markham School. Visit www.portlandoregon.gov/bps/equitablehousing for details. (Photo courtesy of City of Portland)

Association also requests that there be a public hearing for testimony within the affected area.”

According to Eric Engstrom, the principal planner from the Bureau of Planning and Sustainability, large scale land use changes are probably not necessary.

“The land use designations generally already enable transit-supportive density along the corridor,” Engstrom said.

There were three things that Engstrom said the city may consider in the future.

“In some locations,” Engstrom said, “we may want to make parcel-specific land use and zoning adjustments to better reflect opportunities for station area redevelopment, but this can’t happen until we finalize station locations.”

Engstrom wrote that there also may be some minor zoning boundary adjustments to reflect street alignment changes, for example, at the Ross Island Bridge.

“In some areas of the corridor,” Engstrom wrote, “the land use designations of the comp plan would enable higher density zoning than will be initially in place in 2018.”

Engstrom explained that in the vicinity of the Barbur Transit Center and the Burlingame Fred Meyer, the short term zoning is CM2, commercial mixed-use, intended for medium scale projects.

“The town center designation at those locations would enable consideration of CM3, large-scale commercial mixed-use, near high capacity transit station

(Continued on Page 7)

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Dear EarthTalk: I'm finally ready to join the 21st century and commit to putting solar panels on my roof. Where do I start?

—Henry Hughes, Washington, DC

Good things may in fact come to those who wait. There's never been a better time to go solar, given how much prices for panels have come down while efficiency in converting sunlight to electricity—even in less-than-sunny locales—has risen dramatically.

Of course, you can't just snap your fingers and get panels on your roof. First you have to navigate a confusing maze of regulations, incentives and installers before anyone even looks your roof over for feasibility.

The first place to start is to find out which federal, state and local incentives may be available in your neck of the woods for going solar.

Check out the free online Database of State Incentives for Renewables and Efficiency, a comprehensive information resource that's updated by North Carolina State researchers working off a U.S. Department of Energy grant.

How does solar work? Is my home suitable for solar panels? Will I save money by going solar? Can I get financing? How will solar impact

my home's resale value? If you're looking for answers to questions like these, the Department of Energy's Homeowner's Guide to Going Solar has you covered.

Trying to figure out if it's better to lease or buy your solar panels? You're not alone, and it's hard to do the math given the apples/oranges scenario.

Luckily, the Solar Energy Industries Association spells it all out clearly—not just whether to lease or buy but also how to get multiple bids to save money and which questions to ask before entering into an agreement with an installer—in its recently updated Residential Consumer Guide to Solar Power.

Given how new the solar industry is, it's often hard to know whether a given installer is going to be reputable, let alone be able to survive the next economic downturn.

Angie's List offers several pearls of wisdom—how the cheapest bid may not be the best deal, why extended warranties may not be worthwhile, how to save yourself from death by paperwork—in a recent article on the topic.

When you're finally ready to find an installer, check out the "Find a Certified Professional" page on the website of the North American Board of Certified Energy Practitioners, a trade group that offers the "gold standard" in professional certification and company accreditation programs to renewable energy professionals.

If you're a quote-comparing type, you'll also want to check out Energy Sage, a website that lets you compare quotes from solar installers in your area.

This free service is maintained by the Department of Energy's SunShot Initiative, a national effort to support



There's never been a better time to go solar, given how much prices for panels have come down while efficiency in converting sunlight to electricity has risen dramatically. (Photo by Chris Kantos, FlickrCC)

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While you can't go wrong with a highly touted local installer, there are also benefits to choosing one of a handful of companies leasing or selling solar panels on a larger scale across the country and beyond. SolarCity/Tesla, Vivint, Sunrun, Sunnova and SunPower are a few of

the leaders, each offering solar installs in California and several other states including New Jersey, Massachusetts, Arizona and Hawaii.

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Future Max Line Criteria

(Continued from Page 6)

areas at some point in the future," Engstrom said.

After the station locations are final, the bureau may study some limited up-zoning in conformance with the land use map in the Town Centers. The Residential Infill Project advisory committee is considering allowing greater variety of housing in transit-accessible locations.

That project could result in some

changes to what is allowed in single-family areas surrounding future station areas.

"This won't happen until we know the specific alignment and station locations," Engstrom said.

The city wants to have more confidence that the project will get federal funding. Engstrom said there could be a small follow-up zoning study with a public process sometime between 2019 and 2022, before the line opens.

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THE COUNTRY STORE

(Continued from Page 4)

“Beginning in October on the first Monday of each month, 10 percent of all proceeds will be donated to the Make-a-Wish Foundation.”

“We’ll continue to be involved with this great community donating to Wilson High School, the Oregon Energy Fund, and other institutions.”

Salvador Molly’s is open Sunday through Thursday from 11:30 a.m. until 9 p.m and until 10 p.m. on Fridays and Saturdays.

Fire damages Coin Cottage in Multnomah Village

In the early hours of September 9, a two-alarm fire struck the Coin Cottage located at 3675 SW Troy St. in Multnomah Village. Firefighters had to vent the roof of the fortified concrete building and break out windows to battle the flames.

The fire may have been caused by an electrical issue. The building had no sprinklers.

Built in 1958 for the Multnomah Post Office, Rose City Trophies took over the building when the post office moved to its current location. Paul Rigby opened his rare coin business and moved into the building in 2011. In February 2015, Rigby opened up the Green Cottage, a medical marijuana dispensary. It shares the same footprint as the coin shop.

The Post was invited to see the damages and to speak with Rigby. A chain link fence secured the perimeter. A tent and moving pod were set up in the parking lot so Rigby can sort out the damage and continue to conduct transactions.

“We have been very fortunate and blessed,” Rigby said. “Most of my inventory was in fireproof safes. We have a great insurance policy and they have been fantastic to work with.”

The Green Cottage suffered smoke and some water damage and is currently closed until further notice.

“Steve Arel [the owner of O’Connor’s Restaurant and Bar] has been incredible,” Rigby said. “Steve has offered the Annex to me where I can continue to meet clients during



Fire damaged the Coin Cottage on Sept. 9. (Post photo by Erik Vidstrand)

the business day.”

The building structure is fine and will be rebuilt and retrofitted with sprinklers. Rigby expects to be open within six to nine months.

“My gratitude goes out to the many friends and family for your love and support,” wrote Rigby on his Facebook page. “I am truly blessed to have you all in my life.”

Schools Committee

(Continued from Page 3)

The next regular meeting will be on Nov. 16 at 7 p.m. at the Multnomah Art Center, 7688 SW Capitol Highway.

The committee shares information, snacks and engagement opportunities. Attendees may agree to share information with their neighborhood associations or attend to participate in specific outreach activities on behalf of Southwest students.

Whether it’s attending meetings in schools, networking, weeding tennis courts, fundraising or reaching out to influential people, SWNI Schools members collaborate to develop strong relationships.

The committee is always interested in adding new organization and business partners to their contact list. If you’re interested in attending meetings or volunteering for SWNI schools, contact: schools@swni.org.

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