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# The Southwest Portland Post

Southwest Portland's Independent Neighborhood Newspaper

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runoff  
candidates debate  
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November 2008

## Neighbors plan for the future of Hillsdale town center



By Lee Perlman  
The Southwest Portland Post

As wonderful as the Hillsdale Town Center is, city planners and community leaders have no lack of ideas about how it could be made even better. The question is where to start?

About 35 people gathered at Wilson High School last month to weigh in on this question. It was the second in a series of meetings for the Bureau of Planning's Hillsdale Town Center Study.

Planner Brian Sheehan and consultant Paul Rawlowski of SERA Architects provided a gathering at a September meeting with information they had gathered about the area. At the third meeting, 7 p.m. November 12, also at Wilson, people will be asked to indicate their preferences between several development concepts.

At the October meeting Sheehan suggested providing some attention to the north end of the district, providing safer connections between the library, the school and DeWitt Park providing for future development. And perhaps creating a new plaza.

Rawlowski said a gas station there could be redeveloped "some day when we run out of petrol." Hillsdale Neighborhood Association chair Don Baack argued that this was not a priority; instead, the city should concentrate on the Portland School District's property on the south end, home to the Hillsdale Farmer's Market and the site of a future potential plaza that the neighborhood has devoted a year to planning for.

Another Hillsdale board member, Richard Stein, said, "I'm not on board

with this either. This area is zoned residential. A plaza needs businesses around it to be successful, and (Sheehan) says there aren't zone changes as part of this. There's a disconnect." He suggested focusing in on the around Casa Colima Restaurant, which several people spoke of as the heart of the district.

Another participant said such a project would be "a new thing with a higher risk. We could end up with a dead plaza."

Neighborhood activist and journalist Rick Seifert differed on this. "The Lance Johnson property has gone from having one house on a lot to ten, and others will follow," he said. "Unless we bring some order to this, everyone will do their own thing, and it will be a hodge-podge."

Sheehan agreed, "Depending on how you cut up those properties, you may or may not get good connections."

Another resident said that Hillsdale need not necessarily confine itself to one plaza.

On the south end, Rawlowski suggested the proposed plaza be sited near a new school, both closer to the town center, with playing fields re-aligned to the west and south, and the Farmers Market site on the east end.

Thomas Benke, a girl's softball supporter who has been critical of proposed public use of school district property, questioned whether the Market should remain in its current location permanently. Baack and Sheehan said that the market seemed to be doing well where it is.

"That's different information than I have," Benke responded. He suggested that the group consider as a model downtown Sherwood, where there are streets with no curbs that can serve multiple purposes.

Kristy Braidwood was concerned about a driveway on the east end of the property where heavy auto and pedestrian traffic make a dangerous mix. By its presence, "You encourage

(Continued on Page 7)



On October 8, a house on Southwest Burlingame Place in Hillsdale was destroyed after it slid down the hill and landed on properties along Terwilliger Boulevard. The owner of the home, Kathy Hendrickson, was rescued by neighbors just in the nick of time. No one was injured in the slide. The habitability of six other homes have been affected by the landslide. At press time, the City of Portland had declared the site a disaster area and had stepped in to help stabilize the slope against rain and further slides. Cause of the landslide is still under investigation. Insurance companies may require property owners to file lawsuits to sort out the damage. A disaster relief fund for the Hendrickson family has been set up at Umpqua Bank. For the other six homeowners, a relief fund has been established at U.S. Bank. (Post photo by Don Snedecor)

## West Hills landslide threats subject of panel discussion

By Lee Perlman  
The Southwest Portland Post

When actor-producer Michael Douglas was working on "The China Syndrome," a 1979 film about an accident in a nuclear power plant, he asked an expert how real the hazards the film portrayed really were. "Let me put it this way," the man replied. "It'll be a real race to see which comes first: your film or the real thing." In fact the film's opening and the Three Mile Island disaster occurred during the film's first run, helping boost the live gate.

Southwest Hills Residential League chair Jim Thayer had similar "luck" last month when he scheduled a panel discussion on West Hills landslide threats. Days before the meeting, a house slid down a slope above Southwest Terwilliger Boulevard. The SWHRL meeting drew 200 people.

According to the principal speaker, Scott Burns of Portland State University, "Any time you have landslides you have three ingredients: steep slopes, unstable geology, and water - and in the West Hills you have all three strikes."

Of course, much of the terrain is steep, much of it extremely so. The soil is a substance called Loess, dust blown in from the plains. "When it's dry it's as hard as concrete, but when it's wet it's

very unstable," Burns said. "Many sites in the west hills are ripe for slides; all you need is water," he said. "Any time you have a slide, you look for concentrations of water."

That is also what you should look for to ensure against such events, he said. "You can't control either the slopes or the geology, so watch for water. During dry times, look for leaks. During the winter, make sure your water collection systems are working properly." Do not think about disconnecting your roof drains, as city bureaus have urged, he said; this is an environmentally friendly thing to do on flat land, but on slopes, "Water belongs in pipes," he said.

Once a slide starts, it remains unstable, he said. In fact, this was the origin of Washington Park. In 1894, during the course of development, excavators cut off "the toe of an ancient landslide." Realizing what was happening, the city put up 30 retaining walls, and bought property from five large estates "where the tennis courts are now."

Realizing the ground was forever too hazardous to build on, the city put the land to other use.

In 1996, when the city experienced "eight inches of rain in four days," there were 350 slides of varying degrees of severity. Burns helped survey them and found that "ten percent could have been

(Continued on Page 9)



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# Sellwood Bridge Project moves forward with new set of possibilities

By Lee Perlman  
The Southwest Portland Post

## LOCAL POLITICS

The Sellwood Bridge Project, considering the rehabilitation or replacement of the aging structure, began moving toward a decision point last month with a new set of possibilities.

At a joint meeting of the project's Citizen Task Force and Project Advisory Group (made up of representatives of affected agencies and jurisdictions) October 27, consultants presented the pros and cons of five proposals under consideration.

These include two alternative proposals to rehabilitate the existing 1926 bridge, and three to build a new bridge at approximately the same location. A

sixth alternative is "No Build." This, as consultant Steve Katko of CH2M Hill said, is not the same as "do nothing."

"No Build" would involve basic repairs that would allow the bridge to continue to be used for the next 20 years. It would not address structural and seismic issues that currently prevent the bridge from being used by cars and trucks. The cost would be \$54 million.

Katko also presented a series of scenarios for four of the alternatives to be built in phases. The cost of doing the first phase would range from \$81 million for Alternative A to \$110 million for Alternative D. D is the only option

in which first phase work would not involve some temporary closure of the bridge.

In each case, the first phase would strengthen the bridge to the point where it could carry buses, most trucks and emergency vehicles. In each case, building in phases would add to the length and ultimate cost of the completed project.

In discussions among those present, there was some sentiment for the phased approach. One member commented, "People are trying to get someplace and do it safely. We should do something sooner rather than later."

Multnomah County Commission chair Ted Wheeler commented, "It's pretty obvious that we have to be pragmatic, that we can't have all of our objectives. Safety comes first." He noted that much of the budget was devoted to creating a better approach and interchange on the west side and said, "If I have limited bullets, the bridge is where I'd like to aim them."

Barbara Barber, a task force citizen representative, said, "I got involved to build a safe, modest bridge that would move traffic, but have some sensitivity to the fact that it goes through a neighborhood. I'm completely pro-transit, and I know the funding comes from different pots of money, but somehow money was procured for a light rail line

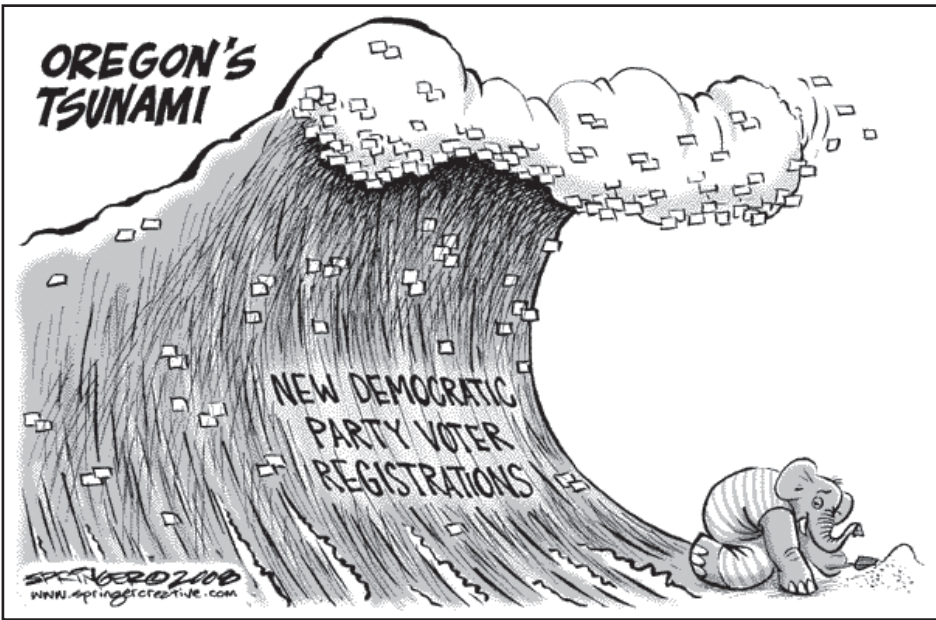


to Milwaukie."

"Here we're nickel-and-diming it to replace a bridge that may fall into the water," said Barber. "If you give people a choice and you put something bright and shiny next to something icky and old, bright and shiny will win every time."

The Environmental Impact Statement on the project, and other information, will be available as of November 7. At that point the County will begin taking public comments on the project.

*Editor's Note: Multnomah County has scheduled a series of one-hour briefings to bring the public up to speed about the Sellwood Bridge options. There will be two such sessions November 10 at the County Commission Building, 501 S.E. Hawthorne Blvd., and November 13 at the Oaks Park Dance Pavilion, 7100 S.E. Oaks Park Way. On both days the sessions will begin at 6:00 p.m. and 7:15 p.m.*



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## Candidates for City Council debate economy, dirt roads, and schools

By Kate Bennett  
Special to The Southwest Portland Post

On the night of October 20<sup>th</sup>, approximately 50 people showed up at the Multnomah Center auditorium for coffee, neighborly conversation and the Portland City Council Position #1 candidates' debate.

In the space of an hour, Amanda Fritz, 50, and Charles Lewis, 36, (the top two candidates in the primary election) each explained why they thought they were best qualified for the City Commissioner's job.

The debate began with moderator Brian Russell, president of Southwest Neighborhoods, Inc., asking which candidate would like to go first. After a brief silence, Lewis looked as if he was about to volunteer to go first, until Fritz exclaimed that every debate has to start with a coin toss and that it must be done.

Russell obtained a coin, tossed it and called out "heads." Fritz won. She deferred to Lewis.

For better or worse, this initial exchange immediately highlighted some of the character differences between the two candidates. Fritz appeared to be assertive and law-abiding.

Lewis, although law-abiding, appeared to be a bit more flexible and subdued. Throughout the debate, these candidate's characteristics showed themselves in the candidates' stated interests, priorities and plans.

In his three-minute opening statement, Lewis calmly commented on the

need to strengthen local schools, the importance of job creation, and his desire to create "vibrant neighborhoods."

Lewis noted that he lives in the Cully neighborhood on a "dirt road" and that he understands the importance of good infrastructure.

Fritz, sounding resolute and impassioned, stated that she wants Portland to provide basic services to all of Portland's 95 neighborhoods and 35 business districts.

Fritz said she wants to "make sure that every penny is spent wisely" and that "citizens' voices are heard." She remarked that she has lived in southwest Portland for the past 22 years and understands the specific issues facing each neighborhood.

When looking at resumes, each candidate is equally impressive. Lewis attended the University of Portland which he followed with a two-year stay in the Congo as a Peace Corps volunteer.

Upon his return to the states, he attended Harvard University where he obtained a Masters Degree in public policy. After graduating from Harvard, he moved back to Portland where he founded the Ethos Music Center.

Fritz, originally from England, attended Cambridge University. In 1979 she moved to Pennsylvania where she obtained her nursing degree. Her degree has led to a rewarding 22-year career with OHSU as an inpatient psychiatric nurse. Fritz has also been a dedicated community activist.

The 30-minute question-and-answer section predominantly focused on the



current economy, dirt roads, and schools. Most of Lewis' answers combined his interest in "common-sense solutions" with innovation. As example, one of his answers to Portland's impending budget crisis is to create jobs.

Lewis explained how he came up with an innovative solution to create jobs though by founding Ethos Music Center, a successful non-profit that now has 78 employees.

Regardless of the issue, Fritz's answers emphasized the need to prioritize and for everyone to work together. One of her responses to our city's impending budget crisis is to focus on smaller budgetary items such as how to transport children to school, rather than big ticket items such as "global warming or the \$4.2 billion dollar (Interstate) Bridge."

Fritz stressed the "need to prioritize, to work with other jurisdictions and to use budget money wisely." She also made a point to tell the audience that she is not afraid to tell her fellow commissioners, "We don't have the money to do that right now."



As the debate was drawing to a close, Russell asked the candidates this question: "If elected, which bureau would you want?" Fritz immediately stated, "The Office of Neighborhood Involvement." She claimed that the Office of Neighborhood Involvement is "strategically placed to make our city work better."

Fritz's strengths appeared to be her extensive knowledge of Portland's communities and neighborhoods, her confidence to say it how it is, and her desire to involve everyone.

Lewis stated that he wants the Bureau of Housing and Community Development, as "housing is so critical to so many things here in Portland." He also mentioned how, if elected, he would create a local community corps that would enlist individuals to work exclusively on community development.

Lewis's strengths appeared to be an ability to befriend most anyone, a dedication to social justice and a laudable business background.

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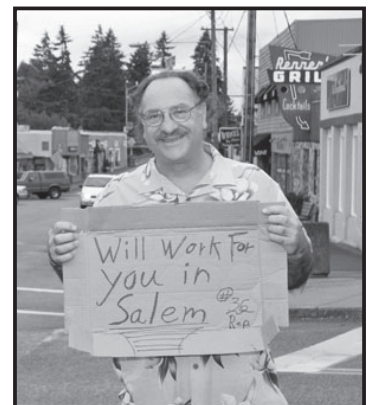
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## Mayor-elect tells land use committee to expect money to be tight

By Lee Perlman  
The Southwest Portland Post

Portland will have to do a lot more with a lot less, Mayor-elect Sam Adams told the Citywide Land Use Committee last month.

After telling 50 people present that he was "very excited" about becoming mayor beginning next year, Adams said, "The economic slowdown is now predicted to become a full-scale recession."

Expected to last two years, with another two years to recover, and to lower general fund revenues by \$10 to \$15 million, the economy "will mean that we will be constrained in our ability to invest in projects that depend on the general fund," he said.

In addition, he said, "We'll need to accommodate our share of the region's growth, and to do that while reducing our reliance on fossil fuels, reducing greenhouse gas emissions to 1998 levels. We'll need to find room for our new population within a quarter mile of transit corridors."

Adams said he supported suggestions by committee chair Bonny McKnight and others to provide 45 days notice for new public and private projects, and to utilize district coalition offices to act as consultants to other bureaus.

He then called on community groups to do more outreach, especially among

minority groups. "As I look around this room, it's hardly representative of the citizenry of Portland," Adams said, surveying the mostly Caucasian crowd. "You're making a request of me, and I'm making one of you."

Adams said he would "task whoever gets the Office of Neighborhood Involvement" on the City Council to better coordinate the activities of city bureaus as they affect neighborhoods.

Discussing the number of public meetings that occur, many of them simultaneously, Adams said, "You're by no means the first to express frustration at this." He also promised to update neighborhood plans and provide some level of planning for neighborhoods that don't have such documents.

"There are (currently) 64 neighborhood plans out there, some more relevant than others. We want to level the playing field," said Adams. However, he added, these plans include more than \$300 million worth of projects that have yet to be implemented.

"We wouldn't be honest with you if we said we'd come up with that in four years," Adams said. He did propose that in some cases developers who build on substandard streets, rather than providing sidewalks, be given the option of paying into a fund that could provide these amenities in the most strategic way.

Bridlemile neighborhood activist Greg Schifsky complained about the

use of urban renewal funds for "pet projects," such as moving the old Sauvie Island Bridge to Northwest Portland.

Adams reminded Schifsky this had been abandoned and said, "So you'd like to get rid of urban renewal? We could get rid of it all tomorrow, and it would be 25 years before those properties would come back on the tax rolls."



Mayor elect Sam Adams

## Adams names Saltzman to be new police commissioner

By Don Snedecor  
The Southwest Portland Post

At a press conference, October 27, Portland Mayor-Elect Sam Adams announced that City Commissioner Dan Saltzman will take over as commissioner in charge of the police bureau after Adams becomes mayor in January.

"I believe this is in the best interest of city," Adams said. Commissioner Randy Leonard was widely expected to take over the police bureau, but took his name out of the running last month when it was rumored that Police Chief Rosie Sizer would resign rather than work under Leonard.

Adams said he believes that Commissioner Saltzman and Chief Rosie Sizer will be an effective team, "bringing expertise and tremendous capability

to the bureau."

Saltzman, accepting the assignment at the press conference, said, "Safety and security of citizens is one of the most basic responsibilities of the city. Under the leadership of Chief Rosie Sizer, I'm confident the police bureau will lead well into the challenges ahead."

Sizer thanked Adams for his confidence in her and said she looked forward to working under Saltzman. "Commissioner Saltzman has a long history of commitment to the safety of the most vulnerable in our community—children, victims of domestic violence, and the elderly."

Adams asserted that in some ways he will be a non-traditional mayor, emphasizing his intention to focus his efforts on issues of education, economic development, planning and transportation.



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## Pedestrian bridge leads list of South Waterfront transportation projects

By Lee Perlman  
The Southwest Portland Post

The future of the South Waterfront area was on the table, and poster boards, last month as the city exhibited and asked for public comment on some 68 transportation-related projects for the area.

The transit, bike, pedestrian and motor vehicle projects ranged in scope from a proposal to install "wayfinding" signs in the area to the \$50 million South Portland Circulation alternatives sought by this community for 30 years.

More than 100 people attended the session at David Evans and Associates' auditorium and gave written and verbal comments. Art Pearce of the Portland Office of Transportation told *The Post* that the input received would be tabulated and compared with the recommendations of staff and a stakeholder committee.

After a few more meetings they would hope to have a final set of recommendations ready to present to City Council at a hearing December 10. The priority list so far includes eight bike and pedestrian projects, five transit projects and 13 traffic improvements.

The transit projects include shifting bus line #35, currently serving Southwest Macadam Avenue, to Southwest Moody and Bond Avenue to more directly serve the South Waterfront, and to improve service frequency and quality on the Portland Streetcar.

Bike projects include the long-sought extension of the Willamette Greenway

Trail through the area, completion of several critical bike connection improvements at the west end of the Ross Island Bridge and elsewhere, and provision of better bike parking facilities at the east Aerial Tram terminal.

Traffic projects include a new I-5 freeway off-ramp at Southwest Sheridan Street, extending Southwest Bond and Moody avenues northward to River Parkway, reconstructing Southwest Corbett Avenue between Sheridan Street and Kelly Avenue, and installing new traffic signals at various intersections.

"We have cost estimates on most of these projects," Pearce said. "The next step will be to devise a funding strategy to pay for them utilizing a variety of sources."

In addition to these proposals, the open house gave the public a view of several projects now in the pipeline. The Milwaukie light rail line will extend southward from Portland State University to Southwest Porter Street, across a new transit bridge and southward through the inner east side.

Additionally, the Corbett Avenue Traffic Calming Project is soon to commence. In the design phase is the Gibbs Street Pedestrian Bridge that will run below the Oregon Health and Sciences University Aerial Tram between Moody and Kelly avenues.

The city is now looking at three design styles for the pedestrian bridge: Concrete Box Girder, Steel Box Girder, and Extradosed. The last seems to have the inside track based on favorable comments from a project advisory com-

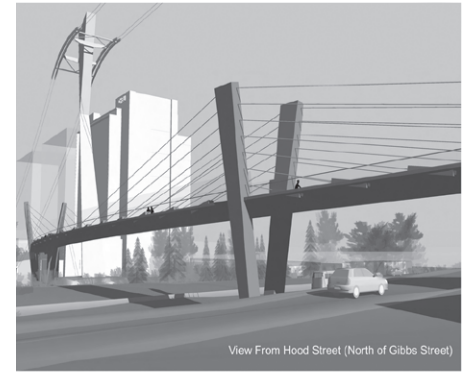
mittee and from the Portland Design Commission which recently reviewed the project.

All three would begin about 60 feet in the air above Moody Avenue, reachable either by an elevator or a switch-back ramp. Planners originally hoped to have the east end begin at or near ground level, but for such a bridge to reach its terminus in Lair Hill, and provide needed clearance over Macadam and I-5, it would have to have a steep five percent grade that would make it exhausting to use.

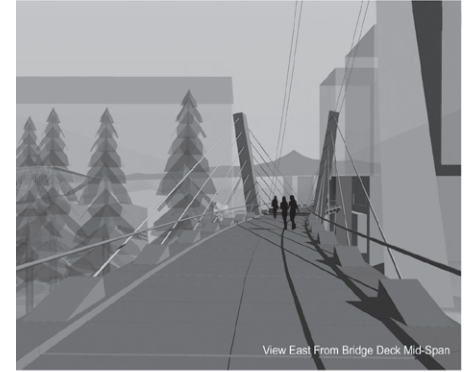
All three proposals would also exceed the \$7 million budgeted for the project, to the chagrin of the South Portland Neighborhood Association. Transportation chair Bill Danneman noted that City Commissioner Sam Adams had said, "There is absolutely no more money for this project. This makes me very nervous." Referring to another South Portland project whose cost eventually climbed to nearly four times its original budget he said, "It's Tram time again."

South Portland had extracted a reluctant promise from Adams that any money left over from this project could be used to begin engineering for the South Portland Circulation Alternatives. Board member Jim Gardner said he would have preferred an earlier, plainer design "that could have actually been built."

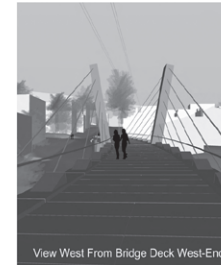
South Portland also had doubts about the rerouting of Bus 35. Under questioning by the group, TriMet planner Steve Kautz said the bus would proceed down Southwest Caruthers Street. Dan-



View From Hood Street (North of Gibbs Street)



View East From Bridge Deck Mid-Span



View West From Bridge Deck West-End



View From Corbett and Gibbs Street

neman angrily said that this "will take a terrible traffic problem and exacerbate it." South Portland land use chair Jim Davis said the maneuver would necessitate parking removal. Kautz replied, "If adjustments are needed, there's plenty of time."

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## COMMUNITY LIFE

By Don Snedecor  
The Southwest Portland Post

**1** Agatha Christie's "The Mousetrap" returns to Wilson High School this month. The long-running hit play is about a group of strangers stranded in a boarding house during a snowstorm, one of whom is a murderer. The play will be performed November 1, 7, 8 with shows starting at 7:00 p.m. and November 2, 9 matinees beginning at 2:00 p.m. Tickets are \$10 for general admission, \$5 for students/faculty on sale at the door. Cosgrove Auditorium, Wilson High School. Call (503) 916-5280 for more information.

**4** Election Day Prayer Vigil Join your neighbors in a time of quiet prayer and meditation for the future of our neighborhood and nation. Feel free to come and go as you wish. The vigil takes place on Tuesday, November 4, 11 a.m. to 1: p.m. and 5 p.m. to 7 p.m. at Hillsdale Community Church, 6948 SW Capitol Hwy (between Texas and California streets). Call (503) 246-5764 for more information.

**5** Maintaining Sports and Health Performance Throughout Life is the title of a lecture presented by Dr. Kerry Kuehl, M.D., Ph.D. who is associated professor of medicine (health promotion and sports medicine) at OHSU. The lecture will be held Wednesday, November 5 from 7-8 p.m. at the OHSU Center for Health & Healing, 3303 SW Bond Ave, third floor. FREE. This is one

of five in the "Ask the Health Experts" lecture series for November. To register or for more information visit [www.ohsuhealth.com/seminar](http://www.ohsuhealth.com/seminar) or call (503) 494-1122.

**Loaves & Fishes Homecoming Dance** Southwest Loaves & Fishes Center is holding a homecoming dance for area senior citizens on Wednesday, November 5 from 1:30 to 3:30 p.m. The event will feature tunes from the 1940s to present spun by DJ Tim Veach from "A Time to Dance." Suggested donation is \$2.75. Seniors are encouraged to wear their letterman jackets and bring finger food to share. Special guests will be high school seniors from Oregon Episcopal School who will be available for dancing or conversation. The dance will be held at the Multnomah Center, 7688 SW Capitol Hwy. For more information, contact Donna Trilli at (503) 244-3873.

**6** Pageturners engage in stimulating conversation about books, exchange perspectives about characters and plot, and get to know your neighbors. Read "My Montana: A History and Memoir, 1930-1950" by Jewel Beck Lansing. Meet the author! Lansing makes a special appearance on Thursday, November 6, 1:30-2:30 p.m. at the Capitol Hill Library, 10723 SW Capitol Hwy, (503) 988-5385.

**Stormwater Retrofit Workshop** The City of Portland holds free workshops to show ratepayers how to manage stormwater on their property. The next workshop in Southwest will be held Thursday, November 6 from 6:30 to 8:30 p.m. at the Multnomah Center, 7688 SW

Capitol Hwy. Get more information at [www.CleanRiverRewards.com](http://www.CleanRiverRewards.com) or call 503-823-1371.

**11** Portland Japanese Garden will be hosting their fall Free Admission Day on Veteran's Day, Tuesday, November 11, from 10 a.m. to 4 p.m. The garden is above Washington Park at 611 SW Kingston Drive. Sponsored by the PGE Foundation, the event will also benefit the Oregon Food Bank through collections of food donations at the gate. Please bring non-perishable items, canned, plastic or boxed. For more information visit [www.japanesegarden.com](http://www.japanesegarden.com) or call 503-328-0050.

**12** Multnomah Neighborhood Association will meet at a special time this month due to closure of the Multnomah Center for Veteran's Day. The group will meet Wednesday, November 12 at 7:00 p.m. at the center, 7688 SW Capitol Hwy. Nominations for new officers, and an update on the Sears Armory are among the agenda items scheduled. For more information call the Southwest Neighborhood office at (503) 823-4592 or contact Randy Bonella via e-mail [rmbonella@addmm.com](mailto:rmbonella@addmm.com).

**13** Marshall Park Habitat Management & Trail Plan Emily Roth, Portland Parks and Recreation senior planner/project manager will discuss the draft plan at the Marshall Park



High schoolers Adrian de Forest, Derek Herman, and Jennifer Rowe text each other in "Speech & Debate" playing now through November 23 at Artists Repertory Theater. (Photo by Owen Carey)

Neighborhood Association meeting on Thursday, November 13, 6:00 p.m. at Capitol Hill Elementary School library. Online survey results and project updates are posted online: go to [www.portlandparks.org](http://www.portlandparks.org) and select "Projects/Natural Area Projects/Marshall Park." For more information, contact Roth at [emily.roth@ci.portland.or.us](mailto:emily.roth@ci.portland.or.us) or call (503) 823-9225.

**15** Read to the Dogs Improve your reading skills by reading aloud to therapy dogs from the DoveLewis Animal Assisted Therapy Program. For kids and teens. Saturday, November 15 and Saturday, November 22, 11 a.m. to 1 p.m. at the Hillsdale Library, 1525 SW Sunset Blvd. Registration required; call (503) 988-5388.

**18** Historic Preservation Needs Assessment The Bosco-Milligan Foundation with support from the  
(Continued on Page 7)



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**Community Life**

*(Continued from Page 6)*

National Trust is holding a series of meetings throughout Portland to collect information from residents who are interested in or concern about historic preservation. The Southwest meeting will be held Tuesday, November 18 at the Multnomah Center, 7688 SW Capitol Hwy. For more information call (503) 231-7264 or visit [www.visitahc.org](http://www.visitahc.org).

**20 Eavesdropping on Life: An Evening of Storytelling with Syd Lieberman** Syd shares his hilarious and touching take on growing up in Chicago, Thursday, November 20 from 7 to 8 p.m. at Mittleman Jewish Community Center, 6651 SW Capitol Hwy. Doors open at 6:30 p.m. Recommended for adults. Admission is \$10, tickets available at Capitol Hill, Hillsdale libraries, Annie Blooms Books in Multnomah Village. For more information visit [www.multcolib.or/events/tales](http://www.multcolib.or/events/tales).

**Hillsdale Town Center**

*(Continued from Page 1)*

people to park where they don't belong," she said.

There was consensus that parking in general was an issue. Paloma Clothing owner Mike Roach said that the Farmer's Market might work better if parking was available closer. "I think some people say, 'I haven't bought everything I want, but I can't carry any more to the car,'" he said.

Sheehan said the district may be the victim on work days of commuters who park all day while traveling to and from downtown by bus. Others suggested installing a permit parking system. Pro-time parking was another suggested approach in which curb lanes are used for travel during peak hours, for parking at other times. Seifert questioned whether this concept's parking prohibitions could be enforced. "I think you'd have to have a tow truck standing by to make it work," he said.

The area also has problems with pe-

destrian access, especially on Southwest Capitol Highway. One resident said, "I live on Vermont, and I find Hillsdale a great place to learn, shop and eat, but it's not friendly to people who walk. Sometimes I say, 'I'll just stop at Seasons and Reasons and call it a day.'" Baack said that funding for improvements, with a local match, may be available shortly.

Several people asked what the Portland School District's plans for Rieke School were. School Board member Ruth Adkins, who attended the meeting, replied, "We're committed to rehabbing or replacing all of our existing buildings; we just haven't decided on the timing."

Adkins suggested using the Safer Routes to School program to address pedestrian access issues, and said the district would provide more bicycle parking facilities to any school that requested them.

Sheehan said that there were not and never had been plans for high rise

development in Hillsdale. However, Rawlowski did call for residential development slightly higher than what now exists as a way to provide more affordable housing. "Some of the people who make this place successful can't afford to live here," he said. Adding another floor would accomplish a lot."

Sheehan added, "People who want to own their own home but don't want a large yard don't have many options in Hillsdale. You need more housing for families, but also more chances for people to age in place."

Seifert called for the under-grounding of utilities when the opportunity arose. He also suggested encouraging towers with future development to give the area a sense of identity. "In Europe, hill towns have towers, and that's what Hillsdale is," he said.

Rawlowski commented that the spirit of the town center is reflected in current development. "We would want to strengthen that and not lose it when the new things are put in place," he said.

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# Writer heeds call for volunteers to help victims of Hurricane Ike

By Kate Bennett  
Special to The Southwest Portland Post

On September 13th, 2008, Hurricane Ike made its United States landfall in Galveston, Texas. The images that emerged from Galveston and Houston were sobering, apocalyptic and morbidly fascinating. It was clear from the photos that a multitude of volunteers would be needed to help in a long recovery process.

As my background is in social work, I felt an immediate desire to help in any way that I could. I contacted my local Red Cross chapter and learned that there was an urgent need for volunteers. On September 15, I attended a day-long Mass Care training. On September 18, I was deployed to Dallas, Texas.

In the Dallas airport I met and joined three other Red Cross volunteers who had just flown in from California, West Virginia, and Oregon. We called the Disaster Response Line to get further instructions on where to go from there. The line instructed us to obtain a reserved rental car and to drive to the Red Cross's temporary headquarters in Ft. Worth.

After a 45-minute drive, we pulled up to a large, abandoned Walmart. Inside

the building were hundreds of people scurrying about, posting signs, registering people and handing out sweet and salty snacks to those who wanted them. The scene reflected confidence and inspired action.

As we had arrived too late in the day to be given an assignment, we headed towards one of the two staff shelters for the night. I was actually quite impressed with my first shelter experience; all of the beds were lined up in an orderly fashion in the spacious gymnasium, there were computers and phones to use, and the bathrooms were fairly clean.

The following morning I went back to the Ft. Worth headquarters and joined a team of six who had also been assigned to Mass Care-Sheltering. None of us knew our deployment location, but we did know that we would be working in a client shelter in some capacity.

While we waited for our assignment, we washed the towels from the one staff shelter, we met and spoke with other volunteers, and we read our books or magazines. Around 2:00pm we finally received our assignment: we were going to Houston.

I was pleased that we had been given some orders, but the Ft. Worth Red Cross had been unable to tell us what



Red Cross volunteers (including the writer, center) prepare to register evacuees from the Gulf Coast at a shelter in Dallas, Texas. (Photo courtesy of Kate Bennett)

we were going to do once we arrived in Houston. The Red Cross' phrase of "hurry up and wait" is all too true. Nevertheless, we left for Houston and arrived at a school staff shelter around 10:00pm.

It took another day and a half and a willingness to break from the team before I got my specific assignment. On Sunday I finally learned that I was joining the Registration Team for the  
(Continued on Page 9)

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The Southwest Portland Post



# Hurricane Ike

(Continued from Page 8)

Houston mega-shelter.

As we were in registration, we would be the first people that the clients would meet upon entering the shelter. I felt as if this position would be a great way in which to meet those affected by the disaster.

The mega-shelter was housed in a vast, abandoned Auchan's supermarket. When I arrived at the mega-shelter that afternoon, I was shocked to see how the empty space had turned into a suitable living area. There were five different cot sections, one for single men, one for single women and three for families.

There were numerous port-o-potties and showers outside. There was a large canteen set up inside that would eventually serve three warm meals a day, and there were male and female medical stations where clients and staff could be seen.

I spent the next eleven days at the registration desk in the mega-shelter. I slowly got into a morning routine: wake up around 6:00am, drive past broken windows and broken stoplights, look at the fallen trees gracing resident's front lawns, and arrive at the mega-shelter sometime between 7:00am and 7:30am.

My night routine was always a bit different. Sometimes I left at 7:00pm, other times I left at 11:00pm. My ending time always depended on whether we were expecting more buses or not. Additional buses were usually full with disaster victims and were generally coming from a smaller shelter that had just closed.

Most of my days were spent registering new clients, speaking with a few who wanted to talk and handing

out comfort kits- American Red Cross bags that included such items as a toothbrush, toothpaste, deodorant, a washcloth and a razor.

There were certainly down times in the day when I would wander over to the canteen to grab a meal or would take a quick walk outside in the sunshine. These breaks were crucial to both my mental health and to my overall usefulness to the registration team.

Although I never made it to Galveston or to the other areas where there was complete and utter destruction, I met the families or individuals whose lives had been affected by the hurricane.

Most of the mega-shelter residents were from Houston and either had water damage in their apartments or homes or had no electricity. In some extreme cases, the local's apartment building had been condemned or had been destroyed.

The residents from Galveston just wanted to go back to Galveston to see what had happened to their homes. They did not seem to care if there was no electricity or clean water on the island; they just wanted to see their home in order to gain closure.

Some of the residents already knew that they had lost everything; you could clearly see the pain in their eyes.

Despite the pain and frustration that most clients felt, I was glad that there was the mega-shelter to help with their immediate needs. I left the shelter and Texas on October 3<sup>rd</sup>, but I am pleased to know that the mega-shelter will stay open until everyone's needs are met.

The American Red Cross does its best to support individuals before, during and after a disaster, and I can only commend them for the work they do. I myself had an invaluable learning experience, and I look forward to my next Disaster Response.



A beachfront home stands among the debris in Gilchrist, Texas on the coast of the Gulf of Mexico on Sunday, Sept. 14, 2008 after Hurricane Ike hit the area. Ike was the first major storm to directly hit a major U.S. metro area since Hurricane Katrina devastated New Orleans in 2005. (Pool Photo/AP)

## West Hills Landslide

(Continued from Page 1)

prevented if the water had been dealt with properly."

The events brought consideration from the Oregon state legislature. However, Thayer charges, pressure from the real estate industry kept some key elements from being included in the legislation that was eventually passed.

A key missing ingredient was a provision that property sellers disclose to buyers past geological problems on the property. Another was a chance for "peer review."

On sloping sites builders are required to obtain a geotechnical report in order to build but, Thayer said, geotechnical engineers like other consultants will tend to slant their findings to the advantage of whoever is paying them; there should be a chance for such findings to be checked.

"There are some instances where development is actually the best course of action," he said. A famous castle-like building on Southwest Canterbury

Lane in the Arlington Heights neighborhood, built with reinforced walls, actually adds stability to the steep slope it is built on.

Doug Morgan of the Bureau of Development Services, another speaker at the SWHRL forum, says he and his colleagues fulfill that function. Problems due to bad development decisions are much more likely on older properties, he said, whereas newer development must pass extensive tests.

In terms of avoiding trouble, Morgan agreed with Burns that the culprit is the water. He repeated Burns' checklist and added a few items: look for cracks in foundations or walls, or porches and patios moving away from the house, which indicate the ground is moving. He agreed with Thayer that seller disclosure regulations would be helpful, but also agreed that it isn't likely to happen.

Currently, Morgan and Thayer said, the state is in the process of mapping the geology of the West Hills by beams projected from airplanes that show the nature of the ground underneath.

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# EarthTalk™ From the Editors of E/The Environmental Magazine

**Dear EarthTalk:** Are there natural headache remedies that can get me off of Tylenol, Advil and other medicines whose side effects can be as bad as or worse than the pain that led me to use them?

-- Jan Levinson, Portland, ME

Many of us may be too dependent on over-the-counter painkillers to treat the occasional headache, especially given the side effects of such drugs. Ibuprofen (Advil, Motrin) can increase the risk of heart and circulation problems—including heart attack and stroke—and is also tough on the digestive tract.

Too much acetaminophen (Tylenol) has been linked to nausea, diarrhea, and kidney and liver problems. Many natural health care practitioners disparage drugs for merely masking the symptoms of larger problems.

All headaches are not the same and gobbling down pain pills will not address the causes, whatever they may be. Some headaches are caused by tension; others stem from sinus congestion, caffeine withdrawal, constipation, food allergies, spinal misalignment or lack of sleep.

And then there are migraines, which researchers think are neurological in nature: The brain fails to constrict the nerve pathways that open the arteries to the brain, resulting in a pounding headache as blood flows in unchecked. Assessing what kind of headache you may have can help lead the way to a solution beyond deadening the pain with a pill.

To make tension headaches go away, the *Farmers' Almanac* recommends applying an ice pack to the neck and upper back, or, even better, getting someone to

massage those areas. Also, soaking the feet in hot water can divert blood from your head to your feet, easing any kind of headache pain in the process.

Another all-natural headache cure is acupressure (like acupuncture, but without the needles), which promotes healing throughout the body by stimulating channels of energy known as meridians. Victoria Abreo, alternative medicine editor for the website BellaOnline, says that anyone suffering from a tension headache can employ a simple acupressure technique to help relieve the pain:

"With one hand, press the shallow indentation in the back of the head at the base of the skull," explains Abreo. "Simultaneously, with the thumb and forefinger of the other hand, press firmly into the upper hollows of the eye sockets, right where they straddle the bridge of the nose and meet the 't' of the eyebrow bridge." She says to press softly at first, and then more firmly, holding for three to five minutes.

As for migraines, avoiding certain trigger foods might be key to staving them off. Abreo says migraine sufferers should try steering clear of dairy products, processed meat, red wine, caffeine and chocolate. New research has shown that some people with specific dietary deficiencies are more prone to migraines.

According to Dr. Linda White, who writes about natural health for *Mother Earth News*, some recent clinical trials have shown three nutritional supplements—magnesium, riboflavin and coenzyme Q10—to be particularly effective at reducing the frequency and severity of migraines.

Also, a number of herbs—including



Massage and techniques such as acupressure (acupuncture without the needles) can go a long way to relieve tension headaches without the need for chemical painkillers. (Getty Images)

feverfew, butterbur, lavender, ginkgo biloba, rosemary and chamomile—have proven track records in preventing or stopping migraines. Since herbs can be potent and are not regulated or tested, headache sufferers should consult a trusted doctor or naturopath before using alternative remedies.

**CONTACTS:** *Farmers' Almanac*, www.farmersalmanac; *BellaOnline*, www.bellaonline.com; *Mother Earth News*, www.motherearthnews.com.

**Dear EarthTalk:** Are there any electric bicycles or scooters that make for a nice cheap, green-friendly commute?

-- Sean Foley, Nashua, NH

Bicycle commuting has long been a symbol of greener living, and it is great exercise, too. But most people are probably not up to commutes much beyond five or 10 miles one-way in the interest of time and in not arriving at work too  
(Continued on Page 11)

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# EarthTalk™

(Continued from Page 10)

pooped (or sweaty) to pop.

Now a number of battery-powered two-wheelers are coming on the market that won't get you your exercise but will get you from point A to B and back with minimal environmental impact.

Consumers can start greening up their commutes on such vehicles for as little as \$1,500 plus about 25 cents a day in electricity costs—not bad at all when you consider that a new car costs thousands of dollars more up front and chugs mass quantities off expensive and polluting gasoline.

Many of us conjuring up images of electric bikes and scooters may envision the finicky mopeds of the 70s and 80s, but today's offerings are much improved and quite diverse.

Those who want to go fast but stay green should check out some of the electric scooters made by Miami-based EVTAMERICA. Each of the company's three models tops out at a maximum speed of 45 miles per hour—respectable even on the highway. "People want to go at least 40 mph," says the company's co-owner, Fernando Pruna. "Everything built before could only do 25 or 30."

Meanwhile, eGO of Somerville, Massachusetts makes electric bikes that can speed along at 25 miles per hour in "go fast" mode, but also have a "go far" mode, which trades off speed for distance (some 24 miles on a single charge).

While eGO's bikes may look diminutive, they are known for their strength.

"Our bikes are powerful enough to tow a car," says Kevin Kazlauskas, the company's operations manager. "These are not toys, and customers aren't treating them like toys."

Another option might be an electric scooter made by Houston-based Veloteq. These scooters only go 20 miles per hour at top speed, but they can cover up to 50 miles on a single charge, which is more than enough distance to get most commuters back and forth to work, as long as they can avoid fast-moving highways along the way.

A side benefit of the speed limitation on Veloteq's vehicles is that they are typically exempt from licensing, registration and insurance regulations in most jurisdictions—yet another way to save money over those car drivers still mired in their 20<sup>th</sup> century car commutes.

Opting for one of these new scooters or bikes over a car commute will take a big bite out of your carbon footprint, but the future promises even greener versions. The lead-acid batteries that most models use today will soon be replaced with greener and more efficient varieties, lithium ion and nickel zinc being two of the more promising formats.

These new fangled batteries will make the vehicles cost more, at least initially, but they will also trim bike weight significantly and provide a lot more distance per charge. And eGo is working on a model with a small solar array behind the seat to extend the bike's range once its electric charge starts to run low.



Today's electric bikes and scooters are big improvements over the finicky mopeds of the 1970s and 80s. Consumers can start greening up their commutes on such vehicles for as little as a \$1,500 investment and about 25 cents a day in electricity costs. (Pictured: the Veloteq Challenger RSV)

CONTACTS: EVTAMERICA, [www.evtamerica.com](http://www.evtamerica.com); eGO, [www.egovehicles.com](http://www.egovehicles.com); Veloteq, [www.veloteq.com](http://www.veloteq.com).

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# City to spend \$500,000 engineering Garden Home segment of Capitol Highway

By Don Snedecor  
The Southwest Portland Post

At the October meeting of the Multnomah Neighborhood Association, Kathryn Levine, project manager with the Portland Office of Transportation, gave an update on the status of the Capitol Highway Plan project's "Garden Home" segment.

The City of Portland received a grant of about \$500,000 to do preliminary engineering on the Garden Home segment from Garden Home Road to Taylor's Ferry Road. The 1996 plan calls for bike lanes and sidewalks on both sides of Capitol Highway.

According to Levine the MTIP funds have for the project still have to be procured from the Oregon Department of Transportation. Levine said she expected the city to have the funds available for engineering sometime after the first of January.

The next step will be for a technical team including city engineers, designers, and a consultant on stormwater design to begin meeting with a rekindled citizen's advisory committee on some of the fundamental design questions of the project.

"Will the community want to stick to the 12-foot wide sidewalk corridors are will they want them to be narrower and have less impact on trees and surrounding landscape," said Levine. "Will they

## PEDESTRIANS & BICYCLES

want it sloping or will there be retaining walls?"

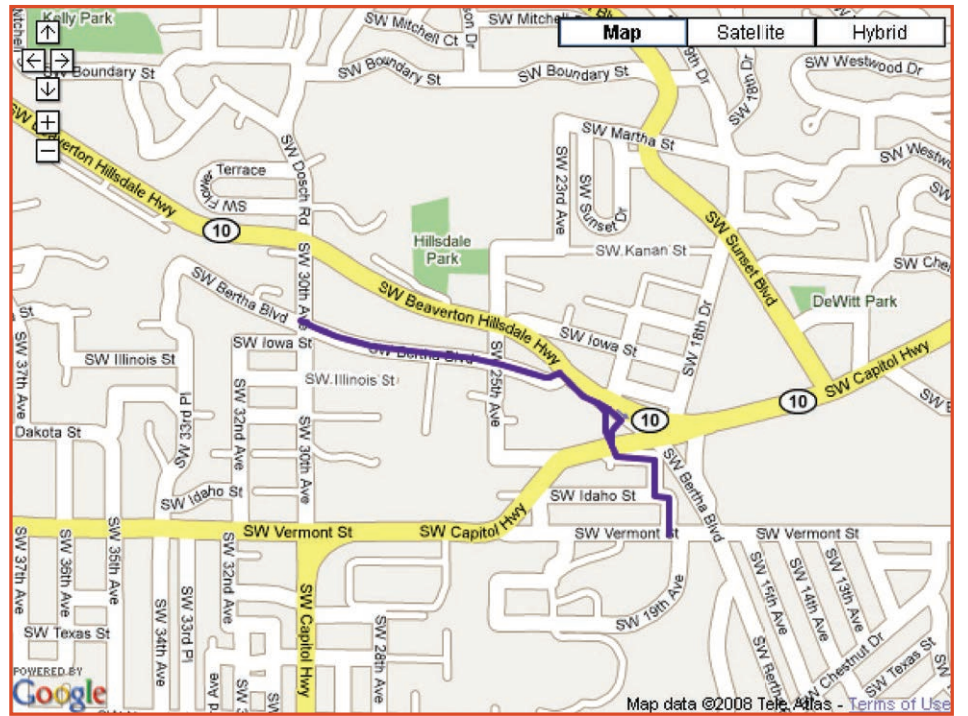
Levine said the city would begin recruiting volunteers from the community for the CAC sometime early next year.

Levine said that how the project deals with stormwater will be a major factor, just as it was for the Texas Street (at Capitol Highway) local improvement district. "Whether it is with swales or some other kind of filters, I think how we treat the stormwater before it enters the system is an important question that has to be resolved."

Levine said that the project will include six months of revisiting the streetscape plan and doing the engineering. No construction dollars have been committed so far. As far as a timeline for the project, design is expected to be completed during 2009-2010, with construction possibly sometime in 2011.

## First segment of Red Electric Trail project would cost \$2 million

The City of Portland has applied for a \$2 million MTIP grant to pay for one small section of the proposed Red Electric Trail. When completed the entire trail would run from the



The Red Electric Trail segment marked from 30th Avenue to Vermont Street.

Willamette River to Alpenrose Dairy where it would connect with the Fanno Creek Trail.

According to Portland Parks and Recreation, the Red Electric Trail project would provide pedestrian and bicycle improvements in the Hillsdale town center area of Southwest Portland.

The western segment is an on-street bike boulevard with sidewalks on Bertha Boulevard from 30th Avenue to the Bertha and Beaverton-Hillsdale Highway intersection.

This segment would have mechanisms to calm traffic like curb extensions at 30th Avenue, directional signs and possibly adding width to existing pavement to make a bicycle boule-

vard.

The middle segment would be an off-street trail from the intersection of Bertha Boulevard and Beaverton-Hillsdale Highway to Capitol Highway.

The eastern segment would either be a signed route along existing Nebraska Street, 19th Avenue, and Idaho Street or preferably a widening of an existing off-street sidewalk between Vermont and Nebraska streets that parallels Bertha Boulevard.

According to Don Baack, chair of the Southwest Trails Committee, this section is important for bicycles and pedestrians because access to Beaverton-Hillsdale Highway is so dangerous.

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