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# The Southwest Portland Post

Southwest Portland's Independent Neighborhood Newspaper

**INSIDE:**  
Check out our  
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Guide*  
on Pages 5 & 6

Volume No. 17, Issue No. 2

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Portland, Oregon

Complimentary

December 2008

## Bicycle master plan developed for Southwest community

By Lee Perlman  
*The Southwest Portland Post*

After more than a year and a half of work, a Southwest Neighborhoods, Inc. subcommittee has developed a Bike Master Plan that could provide easier and safer biking in southwest Portland.

Chair Keith Liden says he hopes the plan can be integrated into the existing Portland Bike Master Plan.

The southwest proposal takes a distinctly different approach to the existing city-wide plan.

The 1996 document, relying largely on separate bike paths along major traffic streets, would require "significant and expensive roadway improvements to implement," a forward to the southwest plans says. "As a result, relatively few of the bikeways have actually been implemented. Even if implemented, this system on major streets would appeal mainly to experienced cyclists and not to those who were less experienced."

In contrast, the criteria for the 40 bike routes proposed in the southwest plan are as follows: System connections

that link potential destinations. Ease of implementation and financing.

Accommodates all ages and skill levels. Potential number of users. Moderate terrain. Contributes to community building and improved livability.

The plan leans heavily on the use of "bike boulevards." Now gaining popularity among city bike advocates generally, these are streets where the volume of traffic is low enough that cars and bikes can safely share the road without designated bike-only areas.

For Route #4, a pathway along the I-405 Freeway between Southwest Montgomery and Jefferson streets, the report merely recommends "wayfinding" signs. "An existing pathway is good but poorly marked," the report says.

In some places the report calls for utilization of existing or new paths, including two portions of the proposed Red Electric Trail, a proposed path through the Portland School District's property between Rieke School and Wilson High School, and a path through Gabriel Park.

As an interim step, in some places the plan calls for designated "uphill lanes"



An organized ride along one of Portland's bike boulevards. (Photo courtesy of [BikePortland.org/Flickr](http://BikePortland.org/Flickr))

on steep terrain to allow slower-moving bikes to get out of the way of faster-moving traffic.

There are some exceptions to this minimalist approach. The plan calls for routes along portions of Southwest Boones Ferry Road, Barbur Boulevard and Capitol Highway. It notes that these are, after all, the most direct routes between some destinations – but also

that they cannot be used safely in their present state.

For a route along Barbur, the report calls for filling in bike lane "gaps" at Newberry and Vermont streets and Multnomah Boulevard. For a route along Capitol Highway between Barbur and the Portland Community College Sylvania campus, it calls for a painted

(Continued on Page 3)

## Community encouraged to reach out to victims of Terwilliger landslide

By Polina Olsen  
*The Southwest Portland Post*

When the home on Southwest Burlingame Place suddenly slid down a hill on October 8, the lives of seven families changed. While, fortunately, no humans or animals were injured, three homes were destroyed. Four more are uninhabitable. The hillside is unstable, the ground covered with debris. SW Terwilliger Boulevard between SW Capitol Highway and SW Chestnut Street remains closed.

And, from neighbors to strangers, Portlanders are jumping in to help. Thousands have donated money, food and time, according to Katie Sengstake, a Burlingame Place resident,

who is part of the core-coordinating group. With insurance claims denied in six cases and pending in one, the seven families need all the help they can get.

"It's not a formal group," said Sengstake. One member, Michelle Becker, has found her engineering background invaluable as the affected families meet with city officials in her home. Lisa O'Toole setup and administers the website [www.beckercap.com/bggame](http://www.beckercap.com/bggame), which coordinates donations and volunteers.

Other unsung heroes include Sengstake herself. A busy mother of three and real estate agent, she initially found the slide "surreal."

"We were on edge with all the helicopters, and people, and feeling – oh

my gosh there's nothing you can do to help," she said. "Then, I thought of the families who have jobs and three kids to get to school and this huge financial burden."

With the help of Senior Personal Banker Tom Casne, Sengstake setup disaster accounts for each family at the Bank of America in Hillsdale. "Tom Casne worked with me for hours trying to figure out the best way," Sengstake said, adding he stayed overtime to help move things fast.

"Mike Roach [of Paloma Clothing] gave one woman a gift certificate. She works and didn't have any clothes. The University of Portland's catering service offered to bring meals."

Sengstake particularly remembers Stephen McBee of Ted McBee Boring and Excavating, who, along with plumber Larry Cameron, spent days working at the site – all gratis.

"These are all people with mortgages on their homes," Sengstake said about the seven affected families. "None of them have the money even close to what is required. We're trying to figure out a way for them to borrow [some]

money, and we haven't come up with any options."

Meanwhile, since the slide happened on private property, city liability is limited. How much they will contribute to restoration remains unclear. Neighbors hope the city will find re-opening Terwilliger Boulevard enough incentive to clear the debris and stabilize the hillside.

Right now, the seven families live with other family members and friends or rent apartments nearby. Several have small children at Robert Gray Middle School or Rieke Elementary. The core group is organizing a spare change drive through the Rieke Elementary PTA. "We touch base weekly," Sengstake said. "None of us have any experience doing anything like this."

**How You Can Help** Contribute to the disaster accounts at the Bank of America Hillsdale Branch, 6309 SW Capitol Hwy, Portland, OR 97239. Visit Monday - Friday from 10 a.m. to 6 p.m. and Saturday from 10 a.m. to 1 p.m. Call 503-275-1335 for more information. Visit [www.beckercap.com/bggame](http://www.beckercap.com/bggame) for a list of individual family's needs and sign-up information.



This photo taken on November 9 shows one of the homes damaged in the Terwilliger landslide. (Post photo by Polina Olsen)

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

The Southwest Portland Post  
7825 SW 36th Ave Suite #203  
Portland, OR 97219

**Relationship between city and school district was 'most cooperative'**

Please retract the second paragraph of the Perlman article ["Collins View neighbors argue that recent school closures violate City-Schools Policy," by Lee Perlman, September 2008]. It simply is not the truth.

According to Perlman, *This little-known document was drafted in 1979 by former Portland planning director Lloyd Keefe. It was generally an attempt to create more cooperation between city government and the Portland School District, independent jurisdictions who have not always had the most cooperative relationships.*

The City Planning Commission and staff had the finest and most cooperative working relationship with the School Board and Staff and the Parks Bureau in planning for, acquisition, and building new schools in [the] 1950's and 1960's as reported in *Land for Schools*.

Southwest Portland profited immensely from that effort. Land was purchased for less than \$3,000 per acre for both school sites and combined school-park sites. More recently when School District No. 1 became financially strapped, the Park Bureau purchased

the unbuilt school sites for many, many times the original per acre price.

Our last of the three reports for the School District was April 1966, *A Plan to Alleviate School Overcrowding to 1970*. Primarily this was a shifting of attendance boundaries to gain safe routes for children walking to schools and to reduce overcrowding by utilization of unused space in adjacent schools.

At that time, a new superintendent convinced the School Board to drop the K-8 plan and convert to the Middle School system. Had that part of the Markham attendance area north of Barbur Blvd. and I-5 Freeway been transferred to [Smith Elementary School], Smith would still be open. Such should still be done.

I retired from the Planning Bureau in November 1976, but was retained to Sept. 1977 to write and secure enactment of the Downtown Sign Regulation as per the Downtown Plan.

There were no differences between the City and School District then or later that I know of.

Also, I think the last part of the Perlman article should be clarified for your readers. If it involves the required Conditional Use procedure for Uses in closed schools other than the teaching

of children, it should be known that such procedure was included in Portland's first zoning code voted by the people in 1924.

It was upheld by the State Supreme Court which ruled that the City could not deny the building of the All Saints Church and School in Laurelhurst as the nearby residents requested. Such would violate Freedom of Religion—but the Court said the City could require "conditions."

Cemeteries, golf courses, greenhouses, nursing homes, libraries, museums and several other non-residential uses are permitted Conditional Uses in Single Family Residential Zones.

*Lloyd T. Keefe, F.A.I.C.P.  
Southwest Portland*

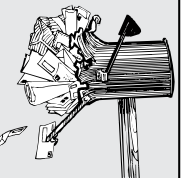
**Thanks to the person who found my purse**

My sincere thanks, albeit belatedly, to the wonderful person who found my purse in Multnomah Village over a year ago. At the time I was visiting my daughter, and was frantic when I lost my purse with cash, credit cards and ID.

Within an hour of contacting the Portland Police, they called to say someone had not only found my purse and turned it in to them. Everything was intact, and a vacation horror story was averted. Thanks goodness there are honest and caring people in your community!

*Lynne Marie Sullivan  
Sharon, Ontario*

**Letters to the Editor**



The Southwest Portland Post  
7825 SW 36th Ave Suite #203  
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**Use of free-range chicken eggs step in right direction**

As a Portland resident and someone who cares about animals, I'm tremendously heartened by local businesses like Marco's Café and Espresso Bar that refuse to use eggs from caged hens.

Most egg-laying hens in this country are crammed into cages so small they can't even spread their wings. They can't walk, let alone dust bathe, perch, or scratch. Each caged hen has less space than a single sheet of paper to spend her entire life.

The egg industry should take the lead of the growing number of restaurants like Marco's—and Cup and Saucer Café, JoPa and Great Harvest Bread Company—that are moving in the right direction by switching to cage-free eggs.

Such a move will end [or] reduce an enormous amount of animal suffering while improving food safety at the same time. For more information, visit [www.humanesociety.org](http://www.humanesociety.org).

*Kelly Peterson, Multnomah Village*

*Editor's Note: Kelly Peterson is Oregon policy advisor to The Humane Society of the United States.*



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## South Portland neighborhood association wins Spirit of Portland Award

By Lee Perlman  
The Southwest Portland Post

South Portland has received the coveted Spirit of Portland Neighborhood of the Year Award, the first southwest neighborhood to be so honored in years. The Spirit of Portland Awards, selected by a jury of community leaders from nominations submitted by the public at large, honor individuals or groups that have contributed to the livability of the city.

Formerly Corbett-Terwilliger-Lair Hill, the South Portland Neighborhood Association was the main producer, together with the Portland Bureau of Parks, of a series of free summer concerts in Willamette Park, making them the first southwest neighborhood group to partner with parks on this popular program. This year there were five such concerts drawing more than 400 people each.

South Portland also contended with the creation of the South Waterfront area, a high-density residential enclave in what had been an industrial area, by both welcoming the newcomers – the group moved their meeting place to the Umpqua Bank in the bottom of the John Ross Building – while trying to protect the rights of the older community to the west.

The neighborhood association worked with the City of Portland to install traffic calming devices on Southwest Corbett Avenue. Additional efforts included planning the proposed pedestrian bridge beneath the aerial tram, the new Willamette Greenway and neighborhood parks.

South Portland has also been involved in planning the extension through the district of the Portland Streetcar, MAX light rail line to Milwaukie, a new transit bridge, and replacement of the Sellwood Bridge.

South Portland leaders were instrumental in the creation of a new neighborhood business association. Finally, the group was an active participant in the Southwest Neighborhoods, Inc. coalition, where South Portland chair Ken Love served as coalition vice-chair.

"This is a real honor," Love told *The Post*.

"Thanks are due to our volunteer board who put in countless hours of work, and our partners such as Oregon Health and Sciences University, Umpqua Bank, the Portland French School and Johns Landing Automotive."

Members of the Portland City Council will present the awards to South Portland and other winners at a ceremony on Thursday, December 11 beginning at 2 p.m. in Council Chambers at City

### NEWS BRIEFS

By Lee Perlman  
The Southwest Portland Post

#### Corbett neighborhood to get new water main

The Portland Water Bureau will be installing a new 36-inch water main in the Corbett area next year. The work will start at Southwest Kelly Avenue and Lane Street and proceed northward along Kelly to Curry Street, along Curry to First Avenue, along First to Porter Street, she said. The bureau hopes to lay 40 feet of pipe a day, and advance at the rate of one block every five days. The work should begin in late spring.

#### Sellwood Bridge task force favors new bridge

The Sellwood Bridge Task Force discussed options for replacement of the 1926 structure last month, and comments leaned heavily toward creation of a new bridge. There was virtually no support for the No Build option advanced by staff last month that would have simply addressed the worst of the existing structure's deficiencies and left it fit for use for the next 20 years.

The public will have a chance to weigh in on the issue this month. The task force will be accepting public testimony on the issue from 6 to 8:30 p.m. December 10 at the Oregon Museum of Science and Industry, 1945 S.E. Water Ave. People can also take an online survey at [www.sellwoodbridge.org](http://www.sellwoodbridge.org) through December 22.

#### Southwest neighborhood coalition receives grant applications

Southwest Neighborhoods, Inc. (SWNI) received 21 applications for the latest round of Neighborhood Small Grants. For the last two years the City of Portland has awarded a total of a year \$200,000 to community groups through the Office of Neighborhood Involvement and the neighborhood offices such as SWNI for projects that "increase the capacity" of such groups, help increase outreach to "under-represented communities," and foster partnerships between neighborhood associations and other community groups.

#### Bicycle master plan

(Continued from Page 1)

median to be eliminated in favor of bike lanes.

In two places – Southwest Fifth Avenue leading to Barbur, and on Southwest 19<sup>th</sup> Avenue between Spring Garden and Troy streets – the report calls for eliminating a travel lane to allow for bike lanes. The report calls for a number of improvements for the I-405 overpasses that link southwest to downtown, especially devices to allow bikes to merge through traffic safely.

For Southwest Terwilliger Boulevard, already one of the city's most popular recreational and commuter bike routes, the report calls for a variety of changes, including the widening of "substandard" bike lanes.

Although discussions of the issues go back to 2006, Liden dates the start of the effort to spring 2007. As part of the process the group, a subcommittee of the Southwest Trails Committee, held two public open houses, and a community bike ride, to preview their ideas and gather public reaction.

In his purpose statement, Liden says he hopes the plan will "encourage the city to bring the same passion for bicycling, which has helped create a first-class system in other areas of the city, to southwest Portland."

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# Architects present a new vision for Hillsdale town center

By Lee Perlman  
The Southwest Portland Post

Consultants from SERA Architects presented a proposed vision for the future of the Hillsdale Town Center to community leaders last month.

Paul Rawlowski presented a series of proposals for both public improvements and private development, mainly in the north end of the Town Center near the library and DeWitt Park, at the last of three public sessions at Wilson High School.

Also on hand were two representatives of the Portland School District, who spoke about possible development on their property on the south end of the district that could include a replacement for Mary Rieke School.

Rawlowski's plans for the north included an addition to the park, new

multi-story buildings, and a new north-south street connecting Southwest DeWitt Street with Capitol Highway. This last could be designed with "street and sidewalk all on the same plane – not so much a vehicle street as a people street that can accommodate vehicles." Rawlowski said.

Along Southwest Capitol Highway Rawlowski suggested a left-turn lane where needed alternating with a planted median. There should be improved pedestrian access at Southwest 18<sup>th</sup> Avenue and Sunset Street, he said.

Bikeways should be raised to the level of the sidewalks to permit "pro-time parking," in which parking lanes become traffic lanes during peak traffic hours. Although they are unlikely to be available for redevelopment any time soon, a service station and the Casa Colima Restaurant property both present major opportunities for redevelopment, he said.

Consultant Brendan Buckley of Johnson Gardner said that Hillsdale currently has a "pretty positive market environment – healthy vacancy levels, rent levels and property values. Some of the buildings are becoming functionally obsolete – there's too much emphasis on parking."

However, this also constituted an opportunity: "If you can get some owners interested, there are posi-



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tive conditions for redevelopment." Another opportunity is the steep slope of the land near the library, which could facilitate underground parking.

Buckley suggested there might be opportunities for multi-story buildings combining town homes with various types of commercial space here. He conceded that these were long-term plans: "Currently, I don't know that much of anything is happening." However, he said, "A fairly ambitious dense development scenario is not out of reach."

This, in turn, is an opportunity for experiments in energy efficiency and sustainable development that the city is currently pushing, Tom Osdoba of the Office of Sustainable Development said.

In the past we didn't have to worry about these things "because we had lots of cheap energy and we didn't have to worry about greenhouse gas effects," Osdoba said.

A town center under development such as Hillsdale could be the perfect place to try such sustainable ventures as group composting, use of storm water for toilet flushing, use of sewers for heating, and an electric car collective on the model of Flexcar.

According to Osdoba, the average two-car family spends \$12,000 a year on the care and maintenance of their vehicles

Some of these ventures pay for themselves over time in a way that would make more sense financially if done on a mass basis, and the City would be willing to play the role of broker for such undertakings, he said.

For the past year the volunteer Hillsdale Working Group has been planning the future of the Hillsdale Triangle on Portland School District property between Rieke School and Wilson High School. Portland Public Schools' Doug Capps and Justin Devers praised the planning work that has been done so far, and pledged to work with Hillsdale volunteers, but suggested that this should await the district's own planning for the property, and said that this might be some time off.

Devers said that in last year's 21<sup>st</sup> Century Schools building assessment effort the district found "over \$1 billion dollars worth of deficiencies in district schools, and of this \$7.1 million were in Rieke School."

According to Devers, "There are problems in the roofing, plumbing and high voltage electric systems. It's the 17<sup>th</sup> worst school in the district (in terms of disrepair); it's pretty poor."

The cost of repairs are about 60 percent of the cost of a replacement building, "and in some states, if the cost of repair is more than 50 percent of replacement costs, the building must be replaced," he said. The building has

just 15 classrooms to accommodate 400 students. "This is looking more and more like a replacement site, but we don't know when, where or how," he said.

The district may float a \$365 million bond for repairs and upgrades, Capps said, and with the elimination of the double majority requirement through this year's Measure 56, they would not necessarily have to wait for an election year and the high voter turnout it would bring.

However, he added, the district still needs to set priorities as to where the money, once obtained, is spent first. Competing claims could be areas such as parts of northeast Portland where many families choose not to send their children to public schools, but could be attracted by "something new and shiny," or "prior commitments" such as Rosa Parks School in north Portland that was "built with borrowed money that must be returned."

Community activist Rick Seifert argued, "Did Portland Public Schools not make a commitment to use when they said, 'Grow your school?'"

"They made a commitment not to close it," Devers replied.

The district would need to decide whether to retain all the property it now has at the site, Capps said. The placement of the playing fields would be "a completely different process. Let's say you put in artificial turf. Would you want to put it where it's likely to be chewed up before the end of its natural life?"

Several people present expressed frustration with the prospect of delay. Rick Garfinkle commented that it was "not a good idea. We've been working on this since 1991. We can't wait until all your ducks are in order. How big will your buildings be? How many stories? We don't need to wait for the bonds to pass to tackle that."

Hillsdale Neighborhood Association chair Don Baack said, "I don't think the community is interested in waiting for the district to make a grand decision that could take ten years. There are a lot of low-cost or no-cost things we could do in the meantime."

Hillsdale board member Richard Stein invited Capps to stay involved. "If we work together, we can move forward," he said. "Otherwise, we have one foot nailed to the floor."

SERA's final report should be available online at [www.portlandonline.com/planning/hillsdale](http://www.portlandonline.com/planning/hillsdale) by the time you read this, according to city planner Amy Koski. Rawlowski said they can be incorporated into efforts such as the upcoming Portland Plan or the School District's master planning projects, "at which point they will become real."

# Holiday Guide

**Holiday Gala in Multnomah Village** Friday, December 5, enjoy horse and carriage rides at Key Bank from 6-9 p.m., Christmas tree lighting with Santa at 6:42 p.m. in front of Village Beads. Shopping and strolling carolers until 9 p.m. Portland Art Collective "Open Doors" show all weekend at the Multnomah Arts Center.

Saturday, December 6, join the Southwest Hills Kiwanis for a Pancake Breakfast with Santa at the Lucky Lab Pub. Strolling carolers and shopping all day long. Carriage rides at Key Bank from 12-4 p.m. Sponsored by Cat's Moon Coffee Roasting, Riversgate Church, Thinker Toys and Village Beads. Presented by the Multnomah Village Business Association. Find out more at [www.multnomahvillage.org](http://www.multnomahvillage.org).

**Hillsdale Holiday Sing and Chili Feed** On Sunday, December 7, from 11:00 a.m. to 1:00 p.m. the Hillsdale Business and Professional Association sponsors a Holiday Sing and Chili Feed at Food Front Cooperative Grocery, 6344 SW Capitol Hwy., in cooperation with the Hillsdale Holiday Farmers Market. Chili, corn bread, hot drinks and more. Proceeds from the Chili Feed go to support schools whose students participate in the singing.

**Northwest Senior Theatre "Celebrate the Season"** Share the fun and laughter with dancing elves, penguins and waltzing silver belles. Hear the songs "Nuttin' For Christmas," "Have Yourself a Merry Little Christmas," a jazzy rendition of "Santa Claus Is Coming to Town," and many more. Join in a medley of carols. Wednesday through Saturday, December 10-13, at 2:00 p.m. at Alpenrose Dairy Opera House, 6149 SW Shattuck Road. \$5 donation. Call 503-227-2003 or e-mail [nwseniorthatre@yahoo.com](mailto:nwseniorthatre@yahoo.com) for more information.

**18th Annual Multnomah Christmas Ball & Toy Drive** Carl Smith & the Natural Gas Co. featuring Carlee Smith will perform Friday, December 12 from 8:30 p.m. to 12:30 a.m. at West Slope Bar & Grill, 8775 SW Canyon Lane, 503-296-0050. Doors open at 7:00 p.m. Admittance is \$12 and a toy. Free hors d'oeuvres and no host full bar. For advance tickets (\$10) contact Kathy Herstrom at 503-526-0261, Carl Smith at 503-244-4753, or Carlee Smith at 503-314-8566. Dress festively and enjoy the fun!

**Fifth Annual Christmas Dessert Concert** A concert of fun and festive music presented by Hillsdale Commu-

nity Church Chancel Choir on Sunday, December 14 at 6:30 p.m. A delicious dessert will be served.

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## EarthTalk™

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

**Dear EarthTalk:** Can you recommend some sources for toys and other holiday gifts that are both safe and not harmful to the environment?

— Tracy Gately,  
Marblehead, MA

Given the massive recall of toys contaminated with lead last year, let alone all the other bad news about chemicals seeping out of just about every other conceivable type of consumer item, it's no wonder that people are nervous about what might be inside the wrapping paper this next holiday season.

Luckily, growing environmental concerns—and consumer demand—means that plenty of safe and green-friendly items are available for those willing to do a little more than just walk around the closest shopping mall.

For kids' items, Oompa Toys (oompa.com) is hard to beat. The Wisconsin-based company offers thousands of child- and Earth-safe items. On Oompa's easy-to-use website you can buy products ranging from toys, dollhouses and stuffed animals to learning games, musical instruments and art supplies to kitchen play accessories, kids' furniture and tricycles, many items made with organic or recycled materials.

Another interesting online source for kids' toys is Washington-based Earthentree (earthentree.com), which sells dozens of pull toys, rattles, stackers and other goodies to stimulate young hands and minds.

All of their products are handcrafted by "fair trade" (fairly compensated) artisans in India using sustainably harvested wood and natural vegetable-based dyes. And Hazelnut Kids (hazelnutkids.com) specializes in natural, earth-friendly wooden and organic cotton toys for kids and babies, and even offers gift-wrapping with recycled and recyclable paper.

For grown-up gifts, EcoArtware (eco-artware.com) sells a variety of items made from recycled and natural materials, from bath and kitchen accessories to pet products to jewelry, including many hand-made items.

Everybodygreen (everybodygreen.com) is another good source for green-friendly jewelry. The company's No Plastic charm bracelets are made with corn starch-based resin, natural herbal tea dye and recycled brass.

For those holiday parties you might be attending, wine aficionados might appreciate a bottle of Boisset Family Estates' Yellow Jersey pinot noir (yellowjerseywine.com), which comes from France in a 100 percent recycled (and recyclable) plastic bottle.

Looking for fair trade arts and crafts? Gifts with Humanity (giftswithhumanity.com) sells clothing, home décor, jewelry and more from artists in Asia, Africa and Central and South America. Organic Bug (organicbug.com) also sells fair trade items and other natural and organic products from clothing to home décor items to travel accessories.

Other websites worth visiting for fair trade and/or green-friendly gifts



A child's snail pull-toy from Earthentree, is made from child-safe and eco-friendly materials. (Photo courtesy Earthentree)

include peacefulvalleygreetings.com, greenfeet.com, pristineplanet.com, nokiagreenstore.com, gaiam.com, aca.com and vivaterra.com. A simple Google search for "green holiday gifts" will turn up many more.

Another approach to the holidays, of course, for the sake of lessening one's footprint and tightening the belt in a downturned economy, is to eschew traditional gift-giving in favor of donating to a local or national environmental group in the name of a friend or loved one.

This can be accomplished by visiting the websites of your favorite green groups and making your way to their "Donate" page, or by visiting justgive.org or worldofgood.com (by eBay), both which facilitate contributions to worthwhile charities.

*Editor's Note: Be sure to try shopping first at Southwest Portland neighborhood business districts like Barbur Boulevard, Corbett Avenue, Garden Home, Hillsdale, Multnomah Village, Macadam Avenue, Raleigh Hills and South Burlingame. Did I miss anybody? You're more likely to find eco-friendly and fair-trade gifts locally and help your community at the same time.*

— Don Snedecor

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# National College of Natural Medicine buys adjacent block with plans to expand

By Lee Perlman  
The Southwest Portland Post

After several months of negotiations the National College of Natural Medicine has purchased the former Seeman's property on Southwest Corbett Avenue at Water Street.

According to spokesperson Marilyn Considine, the square block property will house two clinics, one dispensing naturopathic remedies and the other offering Chinese medicine, that are currently housed in Old Town and the Northwest District, respectively.

"It will be much more convenient for our students and faculty to have these facilities across the street from our main campus," (at 049 SW Porter St) Considine told *The Post*. The clinics should move to the new location by

early next summer, she said. The college eventually hopes to add a natural healing spa, cafeteria and meeting space to the building, she said.

It is the first step in college president David Schleich's ambitious plans to expand the school. In a discussion with the South Portland Neighborhood Association earlier this year he said he wanted to "more than double" the school's current enrollment of 500 students, and to work cooperatively with Oregon Health and Sciences University and Portland State University in both development and programs.

Associate vice-president Susan Yirku noted in a brief discussion with South Portland last month that the college already is "comparable in (enrollment) size" to OHSU. [Editor's Note: According to OHSU's report to the Oregon Legislature, OHSU's enrollment

headcount as of fall 2008 totaled 2455, including the schools of dentistry, medicine, nursing, and science & engineering.]

Yirku said that the expanded campus will "change the dynamic of the neighborhood." She said that the college wished to work with the neighborhood on common issues. Referring to the community's 30-year effort to alter Southwest Naito Parkway and the approaches to the Ross Island Bridge through the South Portland Circulation Study she said, "Maybe your voice isn't loud enough."

South Portland land use chair Jim Davis supported a collaborative approach to new development. The three colleges' expansion plans amounted to "big-time growth," he said. "We can't have three ad hoc efforts working independently of each other."

# TriMet changes plans for #35 bus line

By Lee Perlman  
The Southwest Portland Post

In October, TriMet representative Tom Mills told the South Portland Neighborhood Association of tentative plans to change the #35 bus line from Southwest Macadam Avenue to Southwest Moody and Bond avenues for part of the route to give more direct service to new condominiums in the South Waterfront.

Last month he said that those plans had been modified; the line will proceed southbound on Moody, but not northbound on Bond, at this time, due to deficiencies in the current road system that would force the bus to make out of direction travel.

South Portland has raised concerns about the change, saying that it would

(Continued on Page 9)



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# SW transportation committee hears from state regarding I-5 projects

By Kate Bennett  
Special to The Southwest Portland Post

At the November SW Neighborhoods, Inc. (SWNI) Transportation Committee meeting, six Oregon Department of Transportation (ODOT) employees spoke about their plans for two transportation projects in Southwest Portland. The first project involves safety improvements along Barbur/99W and I-5 (Exit 294). The second project concerns the I-5 Iowa Viaduct.

Dennis Mitchell, Region 1 ITS/Traffic Engineer, addressed the first project. With an enlarged Google map of the particular area posted to the blackboard, Mitchell discussed how 99W is always congested at this intersection, especially when there is an accident on I-5. He claimed that ODOT is "thinking about widening this section (on 99W) to three lanes" and wants "to clean up the entrance to this large intersection."

Various committee members voiced their own concerns about the intersection. For example, Multnomah representative Kay Durtschi remarked that a lot of accidents happen in that intersection because drivers think that they are on a ramp to the highway, rather than realizing that they are on a street.

Glenn Bridger, a Hillsdale representative, asked whether the proposed safety plans would affect the new bus shelter on 99W. Mitchell stated, "We don't anticipate anything happening to the bus shelter."

Committee member and Hillsdale Neighborhood Association president Don Baack complained about the faint crosswalk markings and wondered about the possibility of zebra-stripe pedestrian markings.

When Mitchell explained that new markings were not a part of the plan, as of yet, Baack got frustrated and exclaimed to the ODOT representatives, "You guys need to get with it (in terms of pedestrian sensitivity)." This comment created a stalemate, and the committee decided to move on to the next project.

Bret Richards, an ODOT Project Leader, described ODOT's plans for the I-5 Iowa Viaduct. He began by telling the committee that the "bridge is ending its design life" and that the "best thing is to replace the whole structure." He claimed that there will still be three open lanes each way during reconstruction, and that the traffic will just be diverted to a detour structure.

According to Richards, the construction design should be finalized in 2009, with construction beginning in spring 2010. As construction will be conducted 24 hours a day, seven days a week, Richards stated that the project will take between two and three years to complete.

Similar to the first project, committee members had their own questions and concerns. One committee member asked if ODOT was going to conduct a traffic impact study. Richards said that there are no plans to conduct a study, as there will still be 3 highway lanes each way.

Another committee member noted

that Southwest Portland is prone to landslides, and she questioned how ODOT is going to handle this potential obstacle. Richards replied that "geotech people have been doing a lot of drilling in the area to see what type of material is out there."

Baack was particularly upset to hear that the project might close a trail that is situated underneath the viaduct. In an e-mail the following day, Mike Mason, ODOT's Community Affairs Coordinator, stated "We are very early in the design phase of this project. So it is unclear when and for how long the trail will need to be closed for safety reasons."

"It's possible it may have to be closed for the entire duration of the project, but we will look for ways to keep it open during periods of construction. However, safety is the primary concern and may impact how and when the trail is open."

Nevertheless, Baack stressed how ODOT will need to "accommodate a lot of pedestrians" and how ODOT needs to speak with the affected neighborhoods rather than [Portland Parks and Recreation].

The ODOT representatives at the meeting acknowledged the committee members' concerns and said that they would like to do the various projects that the members suggested, but they also said that they are restricted in terms of their funding. After that final statement, the ODOT team left the meeting.

The rest of the meeting predominantly focused on the Governor's proposed "Jobs and Transportation Act of 2009." According to the

Governor's website, "The Governor's comprehensive transportation plan will create thousands of jobs; establish sustainable long-term funding for Oregon's statewide transportation system and address greenhouse gas emissions in transportation construction and planning." SWNI wants part of the funding for Southwest Portland.

Marianne Fitzgerald, chair of the SWNI Transportation Committee, stated that the group has "to figure out a legislative strategy." She remarked that the group needs to develop a "lobbying packet" and needs to have "lobbying training." She stressed that the group has "to be ready to go at the drop of a hat."

The Committee's top priorities to address in legislation are the three Capitol Highway projects, Barbur Boulevard and the Red Electric Trail. Fitzgerald also hopes that a bike path project will be involved in the economic stimulus package, as there are "so many needs for bike paths in Southwest Portland."

To conclude the meeting, various committee members gave updates on their neighborhoods. Baack said that a troubling traffic signal in Hillsdale is now fixed; it is controlling five lanes instead of four.

Durtschi said that Multnomah is predominantly pushing for Capitol Highway projects. She also mentioned that her association spoke about the possibility of public transportation improvements on Barbur. Finally, Jim Gardner from South Portland spoke about a package of improvements that is going to council regarding the south waterfront.

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# Ainsworth playground would honor memory of Julia Reimann

By Kate Bennett  
Special to The Southwest Portland Post

At the Southwest Hills Residential League (SWHRL) meeting on November 19, Nancy Zadoff and her committee gave a PowerPoint presentation on a proposal to build a new playground at Ainsworth Elementary School to honor a student who was killed in a plane crash last August.

With passion in her voice, Zadoff stated that the Ainsworth School Playground Proposal Committee members want to "create a memorial field for Julia Reimann."

For those who are unfamiliar with the tragedy that struck the Reimann family, in early August, the Reimanns were hosting a family reunion and vacation in a beach rental in Gearhart, Oregon. Around 6:30am on August 4th, a Cessna 172 crashed into their house.

[Editor's Note: The pilot and a passenger who had been on board the plane when it crashed were killed. The pilot was identified as Jason Ketcheson, 36, of Cannon Beach. His passenger was Frank Toohey, 58, of Warrenton.]

Ruth Johnson-Reimann, 47, Christopher Reimann, 13, and Sarah Reimann, 11, all of Southwest Portland, were seriously injured.

The Reimann's youngest daughter, Julia Reimann, 10, died in the accident. Julia's cousins Hesam Farrar Masoudi, 12, and Grace Masoudi, 8, both of Denver, also died in the accident.

Zadoff explained why the committee wants to create a field at Ainsworth School. "A field always gives back," she remarked. She also stated that it would be "in celebration of Julia."

Committee member Matt Reimann, Julia's father, stated that the plan is to "upgrade the existing blacktop to a multi-use synthetic turf." The turf will

have shock absorbing properties that will facilitate safe play. Reimann noted that the school children have not been able to play tag for four years due to the blacktop.

Jim Thayer, President of SWHRL, asked the committee whether they had thought about the spring that runs underneath the blacktop. He explained that the spring has been an issue for a "long time" and that the reason the school laid the blacktop was to prevent water from rising to the surface.

Committee member and Ainsworth parent Katy Disbrow noted that they will speak with the engineers about this, as well as the necessity of leveling the field.

According to the presentation, green practices will be used on the project, as the 13,000 sq. ft. synthetic turf will slow storm water run-off into existing sewer system. They are also looking into directing run-off into the neighboring Tanner Creek tributary.

The estimated project cost is between \$350,000 and \$380,000. Reimann stated that they would like to have the project done by August 2009.

The project, although in its early stages, has been well-received. According to the presentation, Portland Public Schools supports the project and is providing staff assistance. Portland Public Schools has also agreed to incorporate this project into their monthly reviews with the Bureau of Design Services.

The committee has already received over \$100,000 in in-kind donations, with WRG Design, Inc. providing civil engineering and Robinson Construction providing site preparation. Fundraising will continue in sequential phases, first with corporations and foundations, then with the public through broad events.

The group is also working on a website ([www.juliareimann45.org](http://www.juliareimann45.org)) that will

allow people to donate through PayPal. The committee is very excited about this project, and as Zadoff remarked, "We want 100 percent of the school families involved in some way."

## South Portland neighbors disagree on pedestrian trail to OHSU

By Lee Perlman  
The Southwest Portland Post

The Portland Office of Transportation is currently working on plans for a proposed pedestrian bridge from the South Waterfront to the Lair Hill communities underneath the aerial tram along the Southwest Gibbs Street right of way.

Less well publicized are plans for a designated path that would allow pedestrians and bicyclists to continue uphill to the Oregon Health and Sciences University – and there is some disagreement about where this should be.

Original plans called for the path to follow the Gibbs right of way. However, at last month's South Portland Neighborhood Association meeting, several people said it would make more sense for the route to jog one block south to Southwest Whitaker Street for at least part of the way.

Architect John Perry, who has been working on the pedestrian path plans on behalf of the neighborhood, pushed for the original plan. Due to the tram, and improvements on the land below it, "Gibbs has taken on a unique character, and is the obvious route."

There is virtue to having the route pursue a straight line, he said.

Jennifer Daniluc, a board member and owner of the Ross Island Grocery, disagreed. "Nobody crosses First Avenue at Gibbs; every body crosses

The next general membership meeting is scheduled for January 21<sup>st</sup>, 2009. SWHRL is contemplating the option of hosting the Reimann project committee at that time.

at Whitaker," she argued. "Why not improve the (existing) trail at Whitaker, where it's safe?"

"The trail is terrible," Perry retorted. Board member Jim Gardner agreed that the existing trail is dark, "meanders," and in places comes within a few feet of private property. However, he said, the Gibbs route would involve utilizing a stairway with 50 steps, which would be difficult for bicyclists.

### TriMet changes

(Continued from Page 7)

come at the expense of the older neighborhood to the west. The National College of Natural Medicine has added its voice to the opposition for the same reason. "We're as geographically isolated as any place in the city," vice-president Sue Yirku said.

TriMet is also considering altering the #8 bus line to give more direct service to

Terwilliger Plaza, Mills said. To facilitate movement and loading, the agency plans to ask the city to remove a loading zone. In exchange, TriMet would remove an existing bus stop, for a net gain of "one or two" parking spaces, Mills said.

South Portland Transportation Committee chair Bill Danneman said his committee didn't see it that way. According to Danneman, the neighborhood was never consulted about, and never agreed to, installation of the bus stop in the first place. The route change will "exacerbate an existing traffic problem," he said.

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## Schools committee discusses in-school visits, surplus property policies

By Kate Bennett

Special to The Southwest Portland Post

At the November meeting of the SWNI Schools Committee, chair Will Fuller began by talking about school visits. Fuller and the rest of the Committee would like to arrange school visits so that neighborhood residents can get a glimpse of what happens at some local schools each day. The visits would occur sometime between January 2009 and March 2009.

Fuller's first step in making these visits a reality is to give a handout to each local school principal. The handout would list that particular school's information and ask if the information is correct. Secondly, the handout would ask what types of visits are acceptable at the school.

With this information, Fuller would coordinate the various school visits, given their available days and times. With a potential school visit schedule in hand, neighborhood association chairs would then go back to their neighborhood associations and publicize the visits.

If there is enough accumulated interest, residents will go on these various visits. They will tour the school building, sit-in on a class, and speak with the principal to learn updated news about the school. They will also learn about the school's needs, if any. Fuller hopes that these visits will lead to better relationships between the schools and neighborhood residents.

After speaking about the school visits, Fuller mentioned that he wants a "one or two page attractive newslet-

ter." The Committee would produce an electronic newsletter, and it would go to principals, neighborhood association chairs and key folks within the Portland Public Schools system.

SWNI's Leonard Gard mentioned that the Committee could also post stories on their website but acknowledged that the website needs some work as it is only a "C or C minus right now."

The next order of business dealt with the Smith School Lease. Fuller stated that the short-term lease is a "done deal" but that Riverdale Elementary School will not occupy the building until at least June 2009.

The move might increase transportation in the neighborhood and some local school children might be tempted to switch to Riverdale, but the school's fields and grounds will remain open for neighborhood use on weekends, holidays and after 6pm on weekdays.

The Committee then discussed Portland Public School's surplus property. According to Fuller, there is a small group of people who have become upset about the proposed policy changes for disposal of surplus property.

The Committee is interested in whether there is a material change in the policy and whether there is enough advance and/or adequate public notice. Fuller stated that the Committee will continue to monitor the situation.

The final agenda item dealt with racism. Claire Coleman-Evans, the committee member from Bridlemile, mentioned that the racist incident

that occurred at Bridlemile Elementary School "was basically shoved under the rug." For those who are not aware of the incident, there was defacement on Obama signs posted near the school.

Motivated in part by this incident, Fuller wants to examine "multi-cultural effectiveness" in schools. He wants to learn what is happening in our schools regarding multi-cultural issues and to see how people of color are treated in Portland schools.

Fuller's comments led to a discussion about racism in Portland. Fuller asked: Does racism still exist in Portland? Does there need to be a forum on multi-cultural issues and our increasingly diverse world?

After listening to everyone's opinions, the committee decided that they need to ask first of all if there's really an issue. Second, if there is, why should the Committee deal with it? And finally, what is Portland Public Schools doing about this issue?

## Markham and Rieke schools receive grants from local medical clinic

The Fanno Creek Clinic in southwest Portland is continuing its commitment to the community and education by awarding two grants to local area elementary schools.

A \$1,000 grant is being awarded to Markham Elementary School to help fund field trips for educational opportunities in Portland. Field trips include visiting the Portland Art Museum, plays at the Keller Auditorium, the Oregon Zoo and other attractions in the Portland metro area.

Rieke Elementary School will receive a grant for \$4364 for document cameras and data projectors to be used in four classrooms. This equipment greatly increases student access to instruction.

One benefit is the ability to be responsive to student needs in real time. Classrooms already equipped

at Rieke have proven the importance of the visual system for students' learning.


Fanno Creek Clinic has previously awarded grants to Stephenson School for hiring certified and/or classified Portland Public Schools staff to provide individualized instruction for students who need assistance in writing and math.

Hayhurst Neighborhood received a \$3,000 grant for upgrading their library including the purchase of new books and instructing students in library skills. Woodlawn School was given \$3000 for class room equipment and supplies.

Located at 2400 SW Vermont Street in southwest Portland, the clinic includes 14 primary care physicians, as well as gastroenterology, ENT, mental health counseling and podiatry.

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## Oregon's smokefree workplace law goes into effect January 1

## OHSU deals with no-tolerance smoking policy

By Lee Perlman and Don Snedecor  
The Southwest Portland Post

At the November meeting of the Multnomah Neighborhood Association, Erik Vidstrand reminded neighbors that Oregon's Smokefree Workplace Law, passed by the Oregon Legislature in July 2007, goes into effect on January 1, 2009. Vidstrand is the Multnomah County health educator in charge educating local businesses and the community about the new law.

According to Vidstrand, the law is designed to protect workers from secondhand smoke, which can cause life-threatening diseases including heart disease and lung cancer, as well as reduce the economic costs of tobacco-related health care.

While many of Multnomah County's workplaces already comply with the law, exemptions will be removed for bars, taverns, bowling centers, and bingo halls. Additionally smoking will be not be allowed within 10 feet of workplace entrances, exits, windows, and air vents.

In Multnomah Village, the new law will affect bars and taverns like The Ship and Renner's Grill. Additionally, all businesses are required to remove all ash trays and other containers for smoking debris from workplaces and

post "No Smoking within 10 feet" signs at all building entrances and exits.

According to Vidstrand, there will still be some exceptions. Outdoor smoking will be allowed as long as it is not within 10 ft of workplace entrances, exits, windows and air vents. Smoking will also be allowed in cigar bars and other businesses that cater exclusively to smokers.

But just because there is a smoke free workplace law, doesn't mean there aren't problems along the way.

Oregon Health and Sciences University is now officially a zero-tolerance no-smoking zone for staff, students, patients and visitors. Tobacco may not be consumed in any building or open area on campus.

Therefore, according to some Homestead neighborhood neighbors, the unofficial smoke-break area for some unregenerated staff members is their streets.

The policy began in September 2007, according to program manager Wendy Bjornson. To deal with the new rules, smokers were offered "a lot of choices," Bjornson told the Post.

Smokers could partake of free counseling and withdrawal programs, as well as nicotine gum and lozenges, which help reduce the craving for some. They simply couldn't light up on OHSU property.

According to Homestead Neighborhood Association chair Susan Egnor and board member Sue Donaldson, OHSU personnel have taken to wandering off campus to streets such as Southwest Gibbs and Grover and various trail heads and lighting up there.

They also leave their butts behind in copious amounts. Egnor told her board last month that she has written several letters to OHSU reflecting the concerns forwarded to her by neighbors. "I'm not offended by the individual smoker, but it's on such a grand scale," Egnor complained.

Bjornson said that OHSU has no enforcement authority over their employees' conduct outside the campus. "We've tried to remind them any number of times to be courteous and to clean up after themselves in the surrounding neighborhood. For the most part, they've been pretty cooperative. Some have not been."

She added, "We've been working with the neighborhood association, started to do some strategizing, trying

## No smoking within 10 feet



Under Oregon's Smokefree Workplace Law this business is smokefree (ORS 433.835-870, effective January 1, 2009). Smoking is not allowed within 10 feet of building entrances, exits, windows and air intake vents.

For information and complaints:  
1-866-621-6107 or [www.healthoregon.org/smokefree](http://www.healthoregon.org/smokefree)

Want to quit smoking?  
1-800-QUIT-NOW (784-8669) or 1-877-2NO-FUME (Español)

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to see where the difficulty is cropping up."

Another OHSU official said, "It's a great program, just hard to enforce." Homestead board member Rich Davidson suggested that OHSU could simply refuse to report violations of the law by calling 1-866-621-6107 or completing an online form at [www.dhs.state.us](http://www.dhs.state.us).

The Multnomah County Tobacco Prevention and Education Program follows up on complaints to determine if there has been a violation and to assist employers in meeting the requirements of the law. Fines for on-going non-compliance are issued by the Oregon Department of Human Services.

To find out more about the state law, visit [www.oregon.gov/DHS/ph/smokefree/index.shtml](http://www.oregon.gov/DHS/ph/smokefree/index.shtml).

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