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# The Southwest Portland Post

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Portland, Oregon

Complimentary

December 2014

## Multnomah neighbors oppose Fred Meyer fuel center under construction

By Erik Vidstrand  
*The Southwest Portland Post*

The first sign that something was up in Nancy Craig's neighborhood was a notice from the city asking for a parking change on Southwest 24th Avenue at Hume Court. The letter notified residents that street parking would move from the south side to the north side of the street.

It wasn't until later that Craig and her neighbor, Sanjuro Jogdeo, realized that this was the beginning of something bigger: a Fred Meyer fueling center was being built across the street from their condominiums.

The project was approved by the city without neighbor input since it was zoned general commercial and is allowed by city code.

"This project has been in development for over a year," Craig explained to *The Post* one icy, autumn morning.

"The neighborhood has been kept out of the public discussion of the appropriateness of a fuel station so close to residential properties.

"Of all things, it had to be a gas station, a large one at that!" Craig exclaimed. "We're talking three islands and 14 pumps."

A small kiosk is also planned to sell cigarettes, sodas, and other items.

The property has been empty for the last five years. There used to be a bank then a design center.

"Nothing much was happening," Jogdeo joined in, "then suddenly Fred Meyer was interested."

"(Kroger, Fred Meyer's parent company) had been looking around the area but everyone turned them down until this location."

"We were hoping for a mixed-use project for this piece of land," Craig said. "The worse thing for this lot is a fuel center."

It'll be low-cost, high-volume, increase noise, and add a decent



Nancy Craig of Multnomah inspects the Fred Meyer fuel center construction site on Southwest 24th Avenue near Barbur Boulevard. (Post photo by Erik Vidstrand)

amount of traffic, especially large filling trucks Craig declared.

The fuel center will be at grade with Southwest 24th Avenue, well below Barbur Boulevard. One of the biggest

issues for the neighbors is that the entrance/exit will be off 24th, not Barbur.

According to Melinda Merrill,  
(Continued on Page 6)

## Sellwood Bridge tour includes a new 16-foot-wide bicyclist and pedestrian trail

By Erik Vidstrand  
*The Southwest Portland Post*

Commuters are now able to travel on the new Sellwood Bridge. Well, just part of it: a small section of the eastside of the span.

Mike Pullen, project public information officer, led *The Post* and

several VIPs recently on a bright, crisp autumn morning.

"Be careful of the railing," Pullen warned as the tour group navigated the old sidewalk. Concrete pieces are starting to crumble since it's over 88 years old.

Several parts are wrapped in plastic to prevent large chunks from falling.

The bridge deck is thicker than most

which can be for future streetcar rail readiness. Nothing is proposed yet.

With a length of 1900 feet, three arches will eventually span the Willamette underneath the deck. And while the bridge is quite wide, there will still only be two lanes for vehicles and buses. (Currently, buses are prohibited until the bridge is completed.)

"There will be two sidewalks and bike lanes," Pullen said as he pointed towards a brilliant view of the river to the south.

Below, several temporary piers supported construction equipment. A few supply barges were docked.

Pullen explained that the old bridge could not be sold. According to Pullen, whoever bought it had to use it as a bridge. Now it will only fetch \$200,000 in salvage.

"Back in 1926, when the bridge was constructed," Pullen lectured, "there wasn't much money left as it was the last one in that era being built; thus the narrow traffic lanes and one sidewalk.

The river is home to a variety of birds despite the disruption. Two bald eagles nest at Riverview Cemetery located up on the hill.

"I've seen baby eaglets, cormorants, and osprey," said KC Cooper, communications strategist for David Evans and Associates who joined the tour.

As Cooper spoke, two pigeons were spotted nesting in the warmth of the steel tresses watching the show below.

As the group approached the west bank, work was going on with a 16-foot wide hiking/bike trail and the Portland to Lake Oswego trolley right-of-way.

"We've spent \$12 million on underground work alone," Pullen explained. "This includes bioswales,

sewer pipes, drains, and landslide-prevention engineering."

Jennings Marina has been gone for some time; boaters must get fuel elsewhere. A sheriff river patrol dock remains on the northwest bank. A small, remnant park will be situated under the bridge with a kayak launch.

"Traffic will flow under the bridge without signals between downtown and Lake Oswego," Pullen announced. "However, for bridge commuters, a new interchange, with lights, will control the traffic flow."

"The city has been a great partner," Pullen said as the group finished up the tour. "We received funds from them, as well as from Multnomah County vehicle registration fees, and federal dollars.

"The only one that didn't contribute was Clackamas County."

Voters turned down a \$5 annual fee sometime back even though the majority of bridge users either begin or end their travel in Clackamas County.

"The speed limit on the bridge has been lowered from 25 to 20 m.p.h. due to the long curve at the east end of the bridge.

The bridge is limited to vehicles weighing up to 10 tons and 30 feet in length.

"The project team thanks the community for their patience during bridge closures. The bridge will remain open through the rest of the year," Pullen announced, "so please remember to support local businesses during the holidays."

The bridge opens in January 2016 with additional dismantling and landscaping for up to a year later.

For more information, visit [www.sellwoodbridge.org](http://www.sellwoodbridge.org)



Mike Pullen (left), spokesman for Multnomah County, stands in front of angel wing support structure for the new steel arch spans being manufactured in Washington. (Post photo by Erik Vidstrand)

The Southwest Portland Post  
4207 SE Woodstock Blvd #509  
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# Letters to the Editor



The Southwest Portland Post  
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Mr. Kappler's letter to the editor about the traffic on Shattuck Road suggests Alpenrose Dairy has somehow contributed to the dangers on Shattuck Road.

I have lived less than a hundred yards from the Alpenrose velodrome for the last 14 years, and before then within a mile for another 25 years.

Alpenrose is the best neighbor—the things they do for the community could fill a series of articles for this paper. Alpenrose was here long before any of their neighbors, including Mr. Kappler.

Their commercial traffic is negligible. The "events" are free events for the public on their grounds, far nicer than what our Parks Departments are able to fund.

The current speed and congestion issues with Shattuck Road are directly related to the Fanno Creek Bridge reconstruction [Oleson Road near

Beaverton-Hillsdale Highway].

With or without the temporary adverse effects from the construction, there was never any room on Shattuck for pedestrians or bicycles.

It is a narrow, poorly lit, overgrown horse path that got paved. Shattuck Road was dangerous and "very scary" for pedestrians and bicycles long before the Fanno Creek Bridge reconstruction.

In my almost 40 years in the area, I have purposely never walked along Shattuck Road or ridden my bike on Shattuck Road: it is dangerous. Shattuck Road will be just as dangerous after the bridge is reopened.

Yes, it would be nice to have Shattuck Road "overhauled" too, but until then, pedestrians and bicycles should just stay off Shattuck Road. Just one block from Vermont Street and Shattuck Road is Oleson Road with beautiful sidewalks and bike lanes that run somewhat parallel to Shattuck Road.

year. Oleson Road, once an attractive tree lined internal roadway, has become a truck route. Neighboring homes and small businesses have been degraded or abandoned. And for what, so more trucks and shoppers can service Washington Square?

As for "Crash Corner" (Oleson Road, Beaverton-Hillsdale Hwy, Scholls Ferry Road), admittedly a poorly designed intersection, most of the wrecks there are low speed, minor accidents. Do we want to speed traffic through just to save a few minutes in exchange for high speed collisions?

Let's reorder our priorities in favor of pedestrians, bikes, public transit and traffic calming and not give up so much to service automobiles, speed and consumption.

Dell Goldsmith  
Raleigh Hills

## Dangerous traffic on Shattuck Road shouldn't be blamed on Alpenrose

Regarding, "Many people are rocketing up and down Shattuck Road," letter by Rick Kappler, November 2014 edition of The Post.



Eric Miller  
Hayhurst

## Don't jump on 'more and wider roads' campaign regarding Shattuck Road

I sympathize with [letter writer] Rick Kappler who wrote recently with concerns about traffic on Shattuck Road, but please don't jump on the more and wider roads campaign where we have been hypnotized for decades.

The Oleson Road "improvement" sacrificed 400 trees. The current Fanno Creek Bridge project at Oleson cut down more trees and is costing at least \$7.3 million dollars!

All this to span a small creek that flooded a low bridge maybe once a

## Robert Gray Middle School to hold charity drive

Hi Don, I just spoke to you briefly about the charity drive we are going to have at Robert Gray Middle School. Beginning Dec. 1 and running until Dec. 19, Robert Gray will be collecting coats, mitten, socks, hats, and toiletries for Outside In.

Outside In's mission is to help homeless youth and other marginalized people move towards improved health and self-sufficiency. We would appreciate so much if you could put an ad in *The Post* letting the Southwest community know they can

(Continued on Page 3)



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Special thanks to Danny Collado (dcimageforge) for his photo of the real Santa Claus on Page 1.


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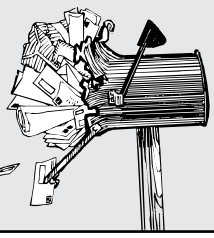
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# Letters to the Editor



## Robert Gray charity drive

(Continued from Page 2)

also donate these items to Outside In by dropping them off at Robert Gray.

The drop-off location will be in the front of our school in the lobby, 5505 SW 23rd Avenue. There will be bins set up where the community can bring in any item they would like to donate. Please email me if you would like more information.

Lisa Hyde, our school counselor, will be coordinating this charity drive. She has been included in this email along with our Principal, Beth Madison. Thank you for your help.

Jeramie Kaiser

Structured Learning Center for students with emotional challenges (SLC-B), Robert Gray Middle School  
503-916-5676, jkaiser@pps.net

## Capitol Highway residents needed on advisory committee

I see that Capitol Highway is once again on the agenda of the Multnomah Neighborhood Association for the November 2014

meeting.

We have known that it is a priority project for Southwest Portland neighborhoods with funding being the elusive component.

I am writing to strongly encourage that Capitol Highway residents have a strong involvement and part in the actual decision making process. We live here and buy-in and support can be a positive experience.

The 2011 Refined Capitol Highway Plan (Taylors Ferry Road to Garden Home Road) involved members of various neighborhoods, bike coalition and other representatives.

Multnomah Neighborhood had one person (who did not live on Capitol Highway) as the lone local representative, which was totally unacceptable.

I am very sure that none of that committee would be willing to have decisions made about their local street without having strong local input and process.

The Sunset Boulevard sidewalk process is a good example of how the Sunset Boulevard residents worked their way through the issue and came up with a workable plan.

We who live on Capitol Highway and those impacted directly by a plan to rework Capitol Highway need to be actively involved in the decision making process. Let us be part of the solution and not part of the problem.

Patti Waitman-Ingebretsen  
Multnomah Village

## Bakery customers invited to share their picks in the general election

### HOW SOUTHWEST VOTED

By Erik Vidstrand and Don Snedecor  
The Southwest Portland Post

The Post recently visited with customers on a cold November day at the Baker & Spice community table and invited them to discuss the general election results and their voting decisions.

The icy wind did not seem to deter customers. A steady line of regulars sipped hot beverages and ate their way through the Hillsdale bakery's fresh scones, tarts, and breakfast breads.

A half-dozen registered voters sat down with The Post to share their reasoning.

According to census data, Hillsdale is predominantly Democrat, but the views offered were thoughtful and independent regarding candidates and measures on the November ballot.

Steve Poppe, a registered Republican, reflected that most of the measures on the ballot were unnecessary.

"There are already too many laws on the book," he sighed as he put down the New York Times he was reading.

"If I don't recognize a name or measure, I don't vote," Poppe said.

When asked about his vote for U.S. senator, Poppe said he wanted a change and selected Dr. Monica Wehby. Same for governor. He voted anti-

establishment.

He didn't vote on Measure 91, the legalization of recreational marijuana. "Do we really need to legalize another intoxicant?"

Poppe went on to say that elections seem very cyclical. Get the old out, and bring in the new; in this case the Republicans.

"The Democrats will be back after the Republicans don't get it right," he predicted.

Mike, who didn't want his last name used, was next up. A Democrat from the Alberta neighborhood, Mike voted across party lines.

Although not involved in local politics, he follows the national scene by reading the New York Times blog called 538. (The number refers to the number of representatives and senators in Congress.)

"I'm most proud of the way Measure 91 turned out," Mike said, "and how it decriminalizes users of marijuana."

According to Multnomah County election officials, approximately 71 percent of the vote favored legalizing and regulating cannabis. Out of the small sample of six interviewed at the bakery, four voted in favor.

Election officials said the voter turnout was quite high for a mid-term election. Out of almost 448,000 registered voters throughout the state, over 295,000 individuals voted.

Nathan Kadish, 35, from Hillsdale, (Continued on Page 7)

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## New dance company looks forward to performing outdoors or in office buildings

By KC Cowan  
The Southwest Portland Post

Does Portland need another dance company? Kimberley Allen and Kemba Shannon think so. They held open auditions in November for spots in Bremóné Dance, which they hope to build into a professional dance company.

If they succeed, it will be very different from what most audiences experience at a dance performance. For one thing, Allen said, there might not be a stage.

"I think the stage is a restriction and you can't get out of it what you want," explained Allen.

"The dancers are supposed to be moving in as many ways as you can think of, and if you're given a stage to move on and it's a rectangle, you only have that amount of space to move on."

Instead, Allen wants Bremóné Dance to perform outdoors, or in office buildings, using dance to tell stories about a business – what it does and its history.

"The dynamics of a building or a landscape is very dynamic and offers so much more for the inventive mind," Allen said. "So, we're not restricting ourselves in any way."

Allen was a competitive gymnast, but dance was always a part of her life. She was taking classes from Kemba Shannon at the Fulton Center when

Shannon shared her dream of forming a company.

Shannon needed a partner and asked Allen to join her dream. The two women have spent the last year working out a business plan and goals for the company.

Shannon currently teaches four dance classes a week at the Fulton Center and the hope is that as the classes grow, money from that will pay the dancers.

"Our goal is to



Kemba Shannon teaches prospective company members a dance routine.  
(Post photo by KC Cowan)

really pay dancers well, because dancers usually don't get paid well," said Allen.

At the auditions, no one was asked how much dance experience they had. Nor were they scrutinized for having (or not having) a "dancer's body," *per se*. Shannon is more interested in finding people who move well and truly want to be part of a dance family.

"We're looking for different talents. People who want to come in as a community and be creative. What we're really looking for is personality."

Allen agreed. "I hope to move people up through the classes into the company as they can. You can tell when people have that passion."

At the November audition, where 14 women and two men showed up, it was easy to tell who had dance training by the extension of a foot or hand, or their posture.

After an extensive warm-up, Shannon began to teach a difficult, short routine. While percussionist Rob Smith kept the beat, Shannon went over and over the steps. Some caught on more quickly than others.

Then Shannon had the prospects dance across the room in small groups to see how they move, before turning them over to Susan Strauss, who taught them movements to a short poem she recited.

The more simple moves gave those who haven't had much dance training an opportunity to shine. Allen and Shannon say they are looking for that special spark of energy and personality – performers who are as much actors as dancers.

"I am looking for people that can move. I can coach everything else," said Shannon.

"We're open. We're really trying to form a core company. We're focused on the community, and finding people who are long-term committed," added Allen.

"We don't want it to be only dancers. We want it to also be people who don't necessarily think of themselves as a dancer."

After learning all the routines, each dancer was called forward individually to perform Shannon's dance, the word/movement piece and then was given a prop, such as a telephone, and asked to improvise a movement piece around that.

Allen, Shannon and three other guest judges will decide who ultimately makes the cut. Judging doesn't come easily to Shannon. "This part is hard because I feel like I could work with anybody."

Bremóné Dance hopes to land 10 solid dancer/performers for a start. They'll hold another audition in the spring.

In the meantime, the company will hold an open house on Dec. 12 at the Fulton Park Community Center (68 SW Miles Street) so people can get a taste of the unique style of Portland's latest dance company.



Kemba Shannon and Kimberley Allen spent a year planning before they held auditions for their new dance company.  
(Post photo by KC Cowan)



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**HOLIDAY GUIDE**

By KC Cowan and Don Snedecor  
The Southwest Portland Post

**4 Winter Art Sale:** Just in time for holiday shopping, the Multnomah Arts Center is holding its annual winter sale. Talented students and teachers will display ceramics, paintings, photography, weaving, jewelry and more, all at great prices. The sale takes place Thursday through Saturday, Dec. 4, 5, and 6. Doors open at 9 a.m. The MAC is located at 7688 SW Capitol Hwy in Multnomah Village. Call 503-823-2284 for more information. Proceeds support local artists and programs at the center.

**5 Buy some evergreens, support the Boy Scouts:** On Friday, Dec. 5, members of Southwest Portland's Boy Scout Troop 229 will sell wreaths and other evergreen decorations during First Friday in Multnomah Village. Members will be in front of Neighborhood House, 7780 SW Capitol Hwy from 4-9 p.m. All proceeds help fund activities for the troop.

**Celebrate First Friday in the Village** and enjoy some festive holiday fun. Stores will be open late, Friday, December 5, 5-9 p.m. in Multnomah Village for you to get started on your Christmas shopping. The annual celebration includes caroling, a visit from Santa Claus and the tree lighting ceremony. Visit [www.MultnomahVillage.org](http://www.MultnomahVillage.org) for more information.

**6 A puppet-making workshop** will be held on Saturday, Dec. 6 at 10:30 a.m. Bring your children, ages 4 to 10, to the Capitol Hill Library, 10723 SW Capitol Hwy, to hear *The Mitten* by Jan Brett. Afterwards, kids will make their own puppets by mixing recycled and craft materials. Puppetkabob will help them transform ordinary craft materials into unique animal puppets. Free tickets for seating will be available 30 minutes before the program.

**Holiday Forest Market:** Looking for a natural gift? Check out the annual sale at the Tryon Creek Nature Center, 11321 SW Terwilliger Blvd. Saturday and Sunday, Dec. 6-7, 10 a.m. to 4 p.m. Discover locally made arts and crafts such as handcrafted wood-turned bowls, decorative hand-thrown pottery, wood cutting boards and more. A portion of the proceeds will benefit the Friends of Tryon Creek's education and restoration programs.

**7 Kung Fu Christmas:** Sunday, Dec. 7, 2-5 p.m., the Westside Academy of Kung Fu and CrossFit in Hillsdale is the place to be for this year's Holiday Bazaar and Craft Sale. Come support local adult and youth artists/vendors. Door prizes will be awarded every half-hour. Plus, an "Art ala Carte" craft table will be available for children to create their own masterpiece. The Westside Academy is located at 1509 SW Sunset Blvd. For details visit [www.facebook.com/wakfcfh](http://www.facebook.com/wakfcfh).

**13 Holiday Choral Performance:** Hear 60 young singers lift

their voices in celebration of the season on Saturday, Dec. 13, at 11 a.m. The Heart of the Valley Children's Choir is made up of children from the mid-Willamette Valley. The choir performs on its annual holiday tour in the Collins Gallery of the Central Library, 801 SW 10th Ave. Space is limited, and so seating is available on a first-come, first-served basis. Call 503-988-5123 for more information.

**The Nutcracker:** Sugarplum fairies will dance in your dreams after seeing the Oregon Ballet Theatre's production of "The Nutcracker." OBT is the only company west of the Mississippi authorized to perform George Balanchine's version of this holiday classic. It opens Dec. 13 and runs through Dec. 27 with evening and matinee performances at the Keller Auditorium, downtown. Visit [www.obt.org](http://www.obt.org) for tickets and information.

**16 Hanukkah music in the Village:** The Pale Players, a local Klezmer music band, will present a special Hanukkah concert at O'Connor's Vault in Multnomah

Village on Tuesday, Dec. 16 at 7 p.m. O'Connor's is located at 7850 SW Capitol Hwy.

**Bring your old treasures** to the Garden Home Community Library, 7475 SW Oleson Rd. on Tuesday, Dec. 16 from 6-8 p.m. for an old-

fashioned swap meet. Popular items in the past have included small kitchen appliances and electronics, books, children's items (toys and clothing), general household items. All items are free. Anything left at the end of the night will be donated to charity.



Peachtree Gifts in Multnomah Village is all decorated for Christmas. (Post file photo by Erik Vidstrand, 2013)

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**Fred Meyer fuel center**

*(Continued from Page 1)*

director of public affairs for Fred Meyer, corporate staff recently met with the neighbors and addressed their concerns.

“Even if we were at grade,” Merrill replied, “ODOT [Oregon Department of Transportation] would not likely allow access to Barbur [Boulevard] since we have access off of 24th.”

Fred Meyer was not obligated to present plans to the Multnomah Neighborhood Association.

“Traffic engineers did their due diligence on traffic issues. We applied for all the permits from the feds, state, and city. Environmental permitting is very tedious and strict.”

When asked by *The Post* why this particular location was selected, Merrill responded that Fred Meyer has predicted that there will be a growing demand for fuel in the area in the next 7-10 years.

“Our customers want to use their fuel points for discounted gasoline,” Merrill continued. “We also want to be located near our stores.” The remodeled Burlingame Fred Meyer supermarket is located along Barbur Boulevard about a mile north of the site.

According to Merrill, Fred Meyer plans to have low-impact lighting which aims downward, will plant evergreens to shield the fuel center. Corporate will also be available for any neighbors’ concerns as they arise.

Craig has been a resident in Multnomah for over seven years. Her condominium is located at Southwest Hume Street and 24th Avenue. She’s planning on moving in a few years and is concerned about lower property values.

She’s president of the home owners association but she has never engaged government until now. But for Jogdeo, he’s only lived here a year. He’s uncertain about how it will all turn out.

Craig and Jogdeo have written letters to the city of Portland, Southwest Neighborhoods, Inc. board, and to Kroger. They have attended the Multnomah Neighborhood Association monthly meetings and enlisted the support of the members.

Fred Meyer plans to open the gas station by the end of January.

“We want a good neighbor agreement,” said Jogdeo. “Novick’s office has been engaged and Nancy spoke with Mayor [Charlie] Hales at Southwest Parkways last September.”

“We’re investing about \$3 million to complete the fuel center,” Merrill added. “We are working on opening five more fuel centers in the next few months, so depending on it’s opening date, this will be our 97th, 98th or 99th fuel center in our four state market.”

Kurt Krueger, from Portland Bureau of Transportation, is setting up a meeting between the community and Fred Meyer but is still in the planning stage. It’s tentatively scheduled for early December.

“The biggest issue for us,” Craig confessed, “is that we never have done this before and don’t know how the process works. We’re totally green activists. What do we do next?”

Reporter’s Note: *Craig and Jogdeo developed a list of mitigations for the city of Portland and Fred Meyer to implement as the gas station. The list can be seen here: <http://goo.gl/zaAHRP>. They also created a petition that can be seen here: <http://goo.gl/WXZQym>. At press time, there were over 80 signatures. For any specific questions or concerns, email Nancy Craig at [barburstation@gmail.com](mailto:barburstation@gmail.com) or Melinda Merrill at [melinda.merrill@fredmeyer.com](mailto:melinda.merrill@fredmeyer.com)*



Plans call for the Golden Touch Restaurant to be replaced by a grocery store and 140 apartments. (Photo courtesy of City Search)

**Natural Grocers outlet + 140 apartments planned for Golden Touch Restaurant property**

**HILLSDALE NOTEBOOK**

By Janet Goetze  
*The Southwest Portland Post*

Plans are on drawing boards for new housing and commercial development in the Hillside neighborhood, but construction may be a year away for some proposals.

The Garyfallou family is planning apartments and commercial development on its property near Southwest 19th Avenue and Barbur Boulevard.

The Hillside Neighborhood Association voted in October to support the Garyfallou family’s request to vacate an unused right-of-way for Southwest Falcon Street, which cuts through its property on paper but not in fact.

The family, which owns the 32-year-old Golden Touch Restaurant at 8124 S.W. Barbur Blvd., has plans for a Natural Grocers outlet and 140 apartments on its property, Dr. Gary Garyfallou, a son of the restaurant founders, told the neighborhood association. Plans for the restaurant haven’t been determined, he said.

The family’s current plan is for two buildings with commercial spaces on the

ground floors. Three floors of apartments would be above the commercial spaces. Parking would be underground.

Garyfallou said receiving city permits for the development may be six months to a year away, and construction may take one to two years.

JT Roth Construction is proposing 19 housing units near Southwest 18th Drive and DeWitt Street.

John DeJong, a structural engineer working with Roth, gave a presentation about the proposal to the Hillside Neighborhood Association in November.

JT Roth’s houses, each designed for its lot, would be along DeWitt Street, which the city wants extended to Sunset Boulevard. Roth doesn’t own the property for a street extension but would consider it part of the development proposal, DeJong said.

DeJong said stormwater plans and other details must be completed before construction begins in six months to a year.

Dan Macnaughton is seeking a land division for houses near Southwest 25th Avenue and Nevada Street. The Hillside association voted to support a land division for Macnaughton’s plan for eight lots on property owned by Raz Brothers LLC. A public hearing before a hearings officer was tentatively scheduled for Dec. 17.

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**DANCING A JIG:** On a beautiful autumn day with clear, blue sky, musicians and dancers appeared outside Village Beads as the store celebrated their 10th anniversary in Multnomah Village. (Post photo by Erik Vidstrand)

## Hillsdale residents discuss wildfire danger

By Janet Goetze  
The Southwest Portland Post

Southwest Portland's steep hills could intensify fire danger for residents, especially in *cul-de-sacs* with only one road for entering and escaping, Hillsdale residents agreed at November's neighborhood association meeting.

Don Baack said he has urged planners who are updating the Portland comprehensive plan to add pedestrian routes as a way to increase safety in times of emergencies. He also has trimmed trees so they don't hang over his house and become a fire hazard.

Glenn Bridger said he expects safety, especially fire safety, to be discussed at the January meeting of the Hillsdale Alliance, a consortium of non-profit, educational and business groups. The

meeting tentatively is planned for Jan. 21 at 7 p.m. at the Watershed Building meeting room (Southwest Bertha Court and Capitol Highway).

A wake-up call for him, Bridger said at the neighborhood meeting, was the September grass fire that swept up a hillside near the Terwilliger Boulevard and Capitol Highway intersection, producing enough smoke to set off nearby fire alarms. Fortunately, he said, the fire stayed near the highway where fire trucks could reach it, and the flames were quickly extinguished.

"If that fire had been in George Himes Park, where fire trucks couldn't get to it, it could have moved up the ravine to Hillsdale and Wilson High School," Bridger said in an interview after the meeting.

The possibility of fire spreading in the neighborhood was a personal concern to him, Bridger said, because he lives on Vincent Place at the end of a *cul-de-sac*.

At the time of the Capitol Highway fire, he said, "We heard the sirens and we smelled the smoke, but we didn't know where it was coming from."

Bridger said several city bureaus should be brought into discussions about safety, including the Office of Emergency Management, which assists Neighborhood Emergency Teams with information and training. NET preparations emphasize how to respond to a major earthquake, Bridger said, but fire safety could become a part of training, also.

He said the people who attend Hillsdale Alliance meetings need to educate themselves about fire and other safety issues. Then they need to take information to the groups they represent.

"By having a discussion, we can better educate ourselves and learn what the best solutions are," Bridger said.

### HOW SOUTHWEST VOTED

(Continued from Page 3)

voted for Measure 92, which would require labeling of genetically modified foods (GMOs). At press time, votes were still being certified for signatures and are too close to call.

Kadish brought up the word "moderacy" several times. He discussed how divisive Congress is even within the own ranks.

"It's either extremist—the Tea Party for example—or too moderate," Kadish explained.

Not conservative or liberal? "It's either too extreme or too moderate," he repeated.

He didn't vote for Measure 91 (marijuana legalization) and he didn't care, although he mentioned that both Alaska and the District of Columbia passed similar measures.

Kadish was in favor of Measure 90 (open primaries). "I'm in favor of policy, not politics," Kadish said.

Karen, an interior designer from downtown, said she was a recovering Republican. She was concerned that when casting votes, she's not sure how her vote is applied if it passes.

"I'm still confused by the arts tax," she contemplated. Karen, as others, could not really name her state representative or senator.

Karen's friend, Rachel, from Raleigh Hills, seemed bewildered on the issues herself but nonetheless voted. As an Oregon Health & Science University nursing student, she is registered Democrat.

"I really didn't really follow the election," she confessed.

Vicki Wise, who lives in Multnomah and teaches at Portland State University, admitted she didn't know who her state legislators were.

She discussed Measure 86 allowing statewide funding for post-secondary education.

Wise also shared her views on Measure 88 - driver cards for illegal immigrants. The southwest precincts approved it by 59 percent, but lost the general electorate by 66 percent.

Wise is for general amnesty and wants to make the system fair but was surprised by those who voted against labeling GMOs.

"You will now know what's in your marijuana," Wise said, "but not in your food!"

She voted no on Measure 91 stating that "there is still not enough research on how people will behave and not enough info about how the measure will play out."

Because of lack of knowledge about individuals, participants unanimously agreed they voted along party lines for all local, state, and national candidates.

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Wilson High School sound engineers record and mix their own music.  
(Post photo by Janet Goetze)

## Sound engineering class gives Wilson HS students another outlet for music

By Janet Goetze  
The Southwest Portland Post

Nick Caldwell, Wilson High School's band director, wanted to give students an outlet for music, whether they could read notes or not. The solution he found, with the help of volunteers, is a class in sound engineering.

He has about 40 students, evenly divided between two classes, working at keyboards linked to computer screens that are part of the Pro Tools program, used in professional digital audio work.

The students, all juniors and seniors, have been exploring how to produce sounds and rhythms on the equipment, then record and digitally mix music. Caldwell also is teaching them music theory.

"That's so we can improvise better music," said Kyle Sautter, a senior who plays trumpet in Wilson's symphonic and jazz bands.

"By the end of the year," Caldwell said, "we'll probably have a CD out. At least, that's the goal."

In addition, he wants to prepare interested students for the music tech program at Portland Community College. Some also may seek an internship at a local recording studio, he said.

Some students are drawn to the technical aspects of the class and some like the computer science, Caldwell said.

Chase Jorgenson, a junior who hasn't studied music, is taking the class to learn more about it.

"I thought the process of making music was interesting -- how all the different sounds come together," Jorgenson said.

Senior Allen Golberg said, "I've never done anything music-wise but this seemed interesting and a way to see how it's done the modern way."

Caldwell has an entertainment industry professional, Bruce McCleave, helping him develop the curriculum and work on the equipment with students.

McCleave, whose daughter is a Wilson freshman, heard about Caldwell's plans from a parent at Robert Gray Middle School.

He got his start at a high school in

Denver where students were bused to a facility for cultural arts, McCleave said. He worked with equipment that gave him the background to become a production manager for nationally known entertainers.

"I learned a lot in a program like this," McCleave said, "and I wanted to give back, if I could."

McCleave put Caldwell in touch with Guitar Center, which provided a studio package with 11 Pro Tools programs, the industry standard in digital audio work stations.

"They gave me a lot of equipment for a reduced price," Caldwell said.

A Seattle relative of a student donated additional used equipment that Caldwell expects to use next semester as the classes progress.

Dave Pakula, a Rieke Elementary School parent who has taught a recording class at Portland Community College, recently gave the students a tutorial

on sound waves and microphone placement to achieve desired effects.

A low note, for instance, may travel 25 feet. The sound waves will bounce around in a small room but will resonate differently in a larger room, Pakula said.

Dynamic microphones, which resemble a large cigar, are hardy devices that can be used in many circumstances, Pakula said.

A condenser microphone, usually placed on a stand, has a larger head and is more sensitive than a dynamic microphone. It gives good aural detail for acoustic instruments, said Pakula.

The sound engineering class is taught in a windowless, former storage room off the school cafeteria which Caldwell and principal Brian Chatard transformed into a studio last summer.

Jack Williams, a junior who plays trumpet in the symphonic band, elected to take the class to explore the possibilities of electronic music.

He and Kyle Sautter wore headphones to work together at a keyboard, checking the computer screen to determine if they wanted to change settings to alter the sounds they were producing.

Williams also noted that the electronic set-up enables one musician to play as a quartet. "One person can record four parts," he said, "then play them back at the same time."

## Capitol Highway project back on the table

By Don Snedecor  
The Southwest Portland Post

A new Portland transportation income tax proposed by Mayor Charlie Hales and City Commissioner Steve Novick would generate approximately \$47 million per year. Portland City Council is expected to vote on the new tax sometime in December.

Half of that money would go toward street maintenance and the other half would be dedicated to safety-oriented projects. Sidewalks and bicycle lanes along major arterials, for instance.

According to Mark Lear, with the Portland Bureau of Transportation, the new income tax would cover half of a revised (and revived) \$10 million Capitol Highway project (Taylors Ferry Road to Garden Home Road), including sidewalks on one side only, and bike lanes along the climbing side.

According to Lear, the remaining \$5 million would be paid for by system development charges.

For comparison, the cost of the same project with sidewalks and bike lanes

on both sides was estimated at \$21.9 million, for approximately one linear mile.

One of the reasons for such a high cost of construction is containing stormwater.

Retired city environmental engineer Al Iverson gave a fascinating PowerPoint presentation last month which included video of water streaming down the same stretch of Capitol Highway, showing a variety of directions of drainage.

Iverson said he was concerned that City environmental engineers are considering only the highway itself, and not the surrounding 82 acre watershed.

Lear, who had seen the presentation, agreed that this holistic approach to rebuilding Capitol Highway would keep water draining properly, because unlike the East Side, the existing storm sewer system in Southwest is incomplete.

The main problem in Southwest is the soil structure, said Iverson. A 143-foot test well revealed layer after layer of clay soils and no water. A similar test well dug in Southeast in the Lents area was dramatically different, with a variety of layers of soft soil and gravel and ground water readily available.



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