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Residential Infill Project to add duplexes and triplexes to single-family housing

By Erik Vidstrand
The Southwest Portland Post

According to city planners, there is a need to house roughly 40 percent more people than live here today by 2035. That is approximately 250,000 residents. For that reason, planners are looking at how single-dwelling neighborhoods can accommodate some of that growth.

In response to community concerns about demolitions, the scale of new homes, and the supply of housing in Portland, the city's Residential Infill Project is updating the city's single-dwelling zoning rules in order to meet the changing housing needs of current and future residents.

The Residential Infill Project also addresses additional housing opportunities such as duplexes and triplexes and tiny houses on narrow lots.

However, according to Martie Sucec, chair of the Multnomah Neighborhood Association, the 2035 Portland Comprehensive Plan states

there is more than enough capacity under the current zoning to handle the housing growth projected for the next 20 years.

"There is no need for this dramatic infill," Sucec said referring to a map produced by the city that shows areas affected near Multnomah Village and West Portland.

As part of the comprehensive plan, the city's website acknowledged adequate land supply to meet its 20-year housing needs.

The challenge lies in providing a diverse range of unit types and prices in locations that help meet the needs of all, including low-income populations, communities of color, and people of all ages and abilities.

At a recent Southwest Land Use Committee meeting, Jim Peterson, Multnomah land use chair, questioned city officials how their map was being incorporated in Multnomah.

"This map looks like the blueprint for the 'a' overlay which seems very counterproductive and will only lead to gentrification," Peterson said.



Where one old house used to rest on a large lot, it was demolished and now two houses near completion. (Post photo by Erik Vidstrand)

The intent of the "a" overlay zone is to allow increased density for development that meets additional design compatibility requirements.

"Staff avoided the question," Peter-

son said. "We had asked that Morgan Tracy, project manager, attend a future neighborhood meeting."

According to Sandra Wood, a super-
(Continued on Page 3)

City managers give 30 percent design review to Multnomah subcommittee

CAPITOL HIGHWAY PROJECT

By Erik Vidstrand
The Southwest Portland Post

A couple of days before Thanksgiving, the Multnomah Neighborhood Association's Capitol Highway Subcommittee assembled to glimpse the city's latest rendition of the Capitol

Highway Project.

Steve Szigethy, project manager for the Portland Bureau of Transportation along with Ruben Gonzales-Baird and Becky Tillson, project managers for the Bureau of Environmental Services, presented the 30 percent design.

"You are encouraged to review the 25-page plan and share your feedback with Steve," said Chris Lyons, chair of the subcommittee.

"In the coming months, PBOT will be meeting one-on-one with impacted homeowners. If you live along Capitol Highway, please check with your neighbors to ensure that they are plugged into this project."

Szigethy said that all plans are estimates and that 60 percent design will be available in April 2018, and 100 percent by summer.

A member asked how this committee could be useful during the design process.

"This subcommittee will be briefed at each design review," Szigethy said. "We plan to hold another open house at 90 percent review."

"To schedule a visit by the city from now until the end of Febru-

ary, please contact David Backes at david.backes@portlandoregon.gov or call (503) 823-5811."

Szigethy then presented various design components. The first included a continuous sidewalk on the east side of the road.

"Community feedback revealed a preference for the east side of the roadway because people walk there today on an informal pathway," said Szigethy.

There will be a protected bike lane on this same side of the road and will be separated from the roadway by a curb and planter strip. A multi-use path will line the west side of the road.

"This decision was based on costs and property impacts on the steeper west side of the roadway," Szigethy said. "PBOT is working with TriMet to consolidate stop locations for the #44 bus and to improve pedestrian crossings at those locations."

There will be small pockets of on-street parking where properties have no other option for vehicle parking.

These areas are located north of SW Alice Street on the east side of the roadway.

"This design is intended to reduce impacts to property frontages and mature, healthy trees," said Szigethy.

There were concerns about tree removal. Szigethy responded that some trees will be removed due to right-of-way issues but new ones will be planted. Urban foresters surveyed trees and were not concerned about certain older trees full of ivy and said they would not touch the older firs.

"We hope to award a [construction] contract in January 2019," Szigethy said. "Tree cutting and utilities would begin by spring of 2019."

A number of safety improvements will include flashing beacons for crosswalks and improved bus stops.

"There won't be pocket stops (where buses pull off the main road)," Szigethy said, "but this way traffic will have to slow down."

Lyons announced that the transportation bureau would be requesting
(Continued on Page 6)

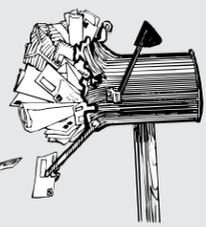


The Capitol Highway Project design map is unveiled at an open house sponsored by the Portland bureaus of transportation and environmental services. (Post photo by Erik Vidstrand)

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Letters to the Editor



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Re: "Letters: Future light rail alignment should be along Interstate 5," by Don Baack, December 2017.

Reader prefers light rail alignment along Interstate 5

Light rail through Southwest Portland has two options on the table right now between Terwilliger Boulevard and the Barbur Transit Station.

Next to Interstate 5, and down the middle of Barbur Boulevard.

Stations for both are accessed from Barbur Boulevard. Boarding on the Interstate 5 alignment is behind the current row of businesses along the street.

This is just as close to all pedestrians due to the Barbur Boulevard-located stations needing to be located half a block from the intersection in order to provide space in the street for necessary left turn lanes.

Transit service to our residents is essentially the same. The difference

is how Barbur Boulevard serves our community.

We presently use Barbur Boulevard to connect among our neighborhoods, and to carry out our routine shopping for gas and tires, groceries and drugs, fast foods, and more.

Because it has the capacity to carry overflow from a clogged Interstate 5, we can live and circulate in our daily lives.

New businesses keep arriving, and more will come when the transit alignment is set.

As I observe light rail lines in other cities, I rarely see a vibrant business community facing the street filled with light rail.

With light rail on Barbur Boulevard, the future use of the right-of-way and all traffic movements will be dictated by its presence.

We will lose the entire center of the street to two rail lines and associated passenger stations.

Left turns to access our neighborhoods and businesses will be limited to crossings every several blocks.

The business community will have a physical and visual barrier separating the street, decreasing their ability to attract customers.

Barbur Boulevard will not be able to handle as many cars, bringing increased congestion when Interstate 5 comes to a stop and the traffic heads for the local streets.

With this congestion, the local streets become our neighborhood streets carrying more traffic.

The city of Portland has expressed a continuing bias towards the Barbur Boulevard alignment because they then have funds to rebuild the state highway.

That is the only basis for preferring light rail on Barbur Boulevard.

By using the Interstate 5 alignment, no new barrier is created; light rail service is faster due to lack of the local street intersections; pedestrians walk no farther to board the train; noise is better constrained by being behind the buildings.

Barbur Boulevard is better able to evolve as the community envisioned in the Barbur Concept Plan.

Glenn Bridger
Hillsdale

No evidence of overt bias toward any alternative route has been identified

Is the city staff biased toward the Barbur Boulevard alignment?

Working as a member of the Southwest Corridor Light Rail Project Community Advisory Committee that provides recommendations to the steering committee since the summer of 2017; no evidence of overt bias towards any alternative route has been identified.

However, there is an initial widespread support for light rail on Barbur Boulevard among long-standing community leaders because it is perceived that the Barbur Boulevard route will attract more MAX ridership and other non-automotive modes of transportation as previous neighborhood and city collaborative studies have indicated in the past: the Barbur Streetscape Plan in 1999 and the Barbur Concept Plan in 2013.

A critical factor in considering alternative routes for light rail is the determination as to which routes will ultimately provide greater ridership in the long run.

This is not a "bias," but objective

criteria that all decision makers are evaluating; and this analysis is ongoing as more information is collected.

No conclusions have yet been reached prior to the Draft Environmental Impact Statement that is scheduled to be released early next year.

Is it true that if the train is placed on Barbur Boulevard, the impact on the adjacent neighborhoods will be significant as slowed Barbur Boulevard traffic seeks alternative routes?

Maybe this is true initially during the construction process and as the local communities adjust to alternative forms of transportation; but no conclusions can yet be reached about the long term impact at this early stage.

The central purpose of providing light rail on Barbur, and augmenting adjacent bike lanes and sidewalks, is to give the communities alternative modes of transportation from Portland to Tigard; and as far as Tualatin.

Additionally, if tracks are placed along I-5 instead of Barbur there will be impact on current residential properties as well.

All concerned community members should contact TriMet and Metro leadership and examine the light rail concept maps that they are developing for all the alternative routes.

There is impact on adjacent residential and commercial properties along all alternate routes being considered for light rail tracks.

Vasilios (Bill) Garyfallou

Editor's Note: What appears above is an excerpt from a larger commentary. Mr. Garyfallou is part of a group developing property along Barbur Boulevard between 17th and 19th avenues.

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Residential Infill Project

(Continued from Page 1)

vising planner for the code development team, there isn't time to attend the many neighborhood meetings. She said that outreach included "drop-ins" located in six district coalition areas including Southwest.

"Additionally," Wood said, "we met with land use and transportation chairs at each of the district coalition offices."

"Given that we discussed the concepts with community members last year, we felt that two appearances within the Multnomah neighborhood provided ample opportunity for folks to learn about the project."

The Residential Infill Project held a series of open houses throughout Portland neighborhoods including one on Oct. 30 at the Multnomah Arts Center. Neighborhood association members attended including Peterson.

"We're fine with the scale of the houses," Peterson said, "but now that lots can be 16 feet wide, we'll likely see more flag lots and no parking requirements."

"Will single-family houses with backyards for kids, gardens, and open space be a thing of the past in Portland?" Peterson asked.

Wood sees it differently.

"Single-family houses will continue to be a predominant housing type into the future," she said. "Roughly 56 percent of existing houses in Portland are detached houses."

"The addition of ADUs (acces-



Murphy Terrell (right), watershed chair for the Multnomah Neighborhood Association, discusses her viewpoints with city staff at the recent Residential Infill Project open house.

(Post photo by Erik Vidstrand)

sory dwelling units), duplexes, and triplexes will not only provide backyards, gardens, and open space like their single-unit counterparts," Wood said, "but will do so for more people who might otherwise only be able to live in an apartment."

Peterson responded by saying nothing in the code requires accessory dwelling units to be affordable or to prevent them from being vacation rentals.

"It is unclear why 100,000 pieces of property in the city are having the definitions of their base zone changed when the redevelopment of

R2.5 corner lot and ADUs have been significantly less than the planners expect," Peterson said.

He asked if the city radically allows more capacity, does it stimulate the development of the past failed policies, or does it end up destroying what people value the most?

The city acknowledges that the average household size is shrinking. A century ago, there were on average 4.5 people living in a house.

"Today, that number is around 2.5 and is projected to drop to 2.1 over the next 20 years," Wood said. "The city gathered this data from a special report compiled by the Census Bureau in 2002."

Future demographic projections regarding household composition were developed as part of the comprehensive plan work.

According to city documents, the Residential Infill Project allows the number of accessory dwelling units, from the current one per property, to either two unaffordable ADUs, or four affordable ADUs per property. Triplexes can be allowed on corner lots.

"This project does not affect properties in multi-dwelling zones or residential development in commercial/mixed-use zones," Wood said.

"There are a number of issues that fall outside the scope of this project including changes to community design standards, rules for affordable housing, demolition, historic preservation, and movable homes (tiny houses on wheels)."

The Bureau of Planning and Sus-

tainability is exploring changing the current threshold for deconstruction requirements. This would increase the number of homes that would be deconstructed and salvaged instead of being demolished.

An upcoming historic resources code improvement project will amend procedures and regulations that protect designated historic resources and propose new options for creating local historic and conservation districts.

According to Julia Gisler, public involvement coordinator, staff is currently reading and categorizing all the comments received and preparing a summary report.

"Look for the 'What We Heard' summary report on the project website by mid-January," Gisler said. "In addition to this report, all the comments in their entirety will be posted on the project website."

Comments will guide staff as they make refinements to the discussion draft proposals and develop a proposed draft for the Planning and Sustainability Commission to consider next spring.

"The Commission will make recommendations to the City Council," Gisler said. "Public hearings will then be held and then voted on to adopt the final package of map and code amendments."

For more information: Morgan Tracy, project manager, 503-823-6879 or morgan.tracy@portlandoregon.gov. Visit www.portlandoregon.gov/bps/infill. Contact the Multnomah Neighborhood Association at mnachair@gmail.com.

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New 39-unit building planned for corner of 32nd Avenue and Capitol Highway

By Erik Vidstrand
The Southwest Portland Post

The dust has just about settled at the site of the 70-unit Multnomah Village Apartments and according to neighbors who attended a recent meeting, they couldn't be happier. With parking nightmares, construction noise, and blocked sidewalks and roads, many are glad the end is near. According to property managers, move in dates are right around the corner for retailers and residents.

But another housing development, just a block away, is in the works. Kurt Schultz of SERA Architects presented the preliminary concepts at the Dec. 12 meeting of the Multnomah Neighborhood Association. Developer Tim O'Brien (Urban Assets) was also in

attendance.

The proposed four-story 39-unit apartment building is located at Southwest 32nd Avenue and Capitol Highway. It features ground floor retail space and will rise where the iconic gas station has stood since the 1930s.

Although new zoning changes would allow five-story buildings to be constructed in the area in commercial mixed zones, the developers are keeping it to four stories.

"We're calling this project the Multnomah Station," Schultz said at the meeting.

"We are designing this building in the same streamlined, Art Deco style of the Depression era gas station with the look of a flat iron building with a curved façade."

Schultz unveiled several illustra-



Architect Kurt Schultz describes the plans for a new apartment building at the Multnomah neighborhood meeting in December. (Post photo by Erik Vidstrand)

tions. He announced that the old gas pump will be saved.

"As for the existing mural of the friendly gas station attendant," Schultz said, "we hope to replicate it in the building lobby."

Schultz assured everyone that any underground fuel tanks will be fully decommissioned after testing has been completed.

Schultz said the Multnomah Station would have one affordable three-bedroom unit. Several members in the room appeared astonished while others seemed confused.

According to Tyler Bump, a senior economic planner for the city, all developers must abide by the inclusionary housing zone code with 20 or more dwelling units in one building.

"A few amendments were made once the ordinance was reviewed by City Council," Bump said. "For the first year only, eight percent of affordable housing must be provided to households between 60 – 80 percent of the area median family income (MFI) which is currently from \$40,380 – \$53,800 a year for a family of three.

"These inclusion rates will start at 15 percent of units at 80 percent MFI and 8 percent of units at 60 percent MFI. The number Mr. Schultz is providing equals three units, or in this

case, three bedrooms. The city prefers larger units to accommodate families and not just for individuals needing affordable housing."

Schultz explained that due to city regulations and because there is access to transit services, onsite parking is not required.

"We wanted on-site parking," Schultz said, "but because of a required landscape buffer, the city said we couldn't install a garage accessed from 32nd Avenue."

The Post contacted the Bureau of Transportation about this issue as well.

"It is not true that PBOT does not support driveway access from Southwest 32nd [Avenue]," wrote John Brady, the communications director. "We support access from 32nd Avenue, but what we can't support, for traffic safety and other reasons, is driveway access less than 25 feet from the corner of Southwest 32nd and Capitol Highway."

According to Thomas Ngo, the public information officer for the Bureau of Development Services, the city is not preventing the developer from providing on-site parking.

"It's actually possible to have parking access at this location if the builders go through a design review," Ngo wrote *The Post*.

"This proposed development is still in the early stages. They haven't even filed for building permits yet."

A design review is the only way a developer would possibly provide parking. But the developers instead have chosen to build to community design standards.

"The city doesn't allow vehicle access from Southwest 32nd Avenue due to a residential buffer in the surrounding area," Ngo said.

"Our street cannot take 39 more cars," said Alisson Meenhen who lives next to the proposed development. "Sunlight will be blocked out from the enormous size of this building. What is discouraging is the scale of these projects.

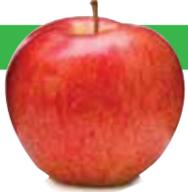
"This project belongs in the Pearl!" "Can't you make it half the size and two floors?" asked neighbor Murphy Terrell. "We're a quirky two-story village. It's disappointing. You say you want to fit into the neighborhood but you don't. Who else can we contact?"

O'Brien then spoke up and said

(Continued on Page 6)

DENTAL Insurance

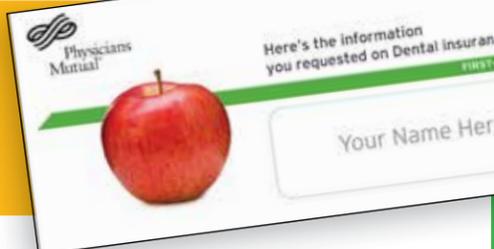
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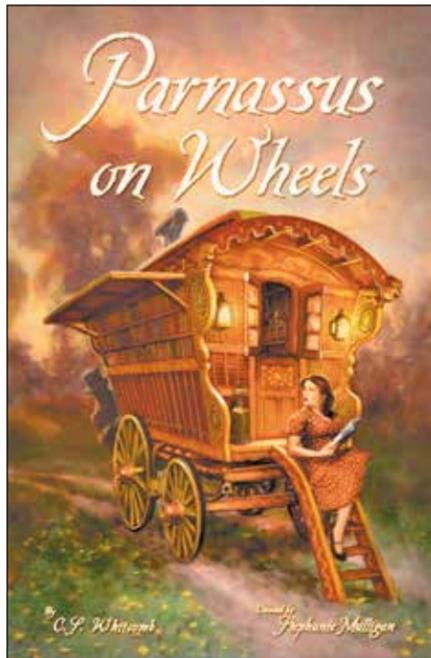
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COMMUNITY LIFE

By KC Cowan
The Southwest Portland Post

5 A Play for Booklovers: Lakewood Theatre Company opens 2018 with the play, "Parnassus on Wheels," in which 40-ish Helen, fed up with life on the farm, impulsively buys a caravan filled with books from an Irishman and abandons her chickens for life on the road as a traveling bookseller. "Parnassus" plays Jan. 5 - Feb. 11 at the Lakewood Center for the Arts, 368 S. State St., Lake Oswego. For tickets, call the box office at 503-635-3901.



Artists Chas Martin and Consu Tolosa share the gallery space at the Multnomah Arts Center for the first show of 2018 featuring whimsical sculpture, bright watercolor and mixed media on canvas. Meet the artists at the opening reception, Friday, Jan. 5 from 7 - 9 p.m. at the MAC gallery, 7688 SW Capitol Hwy. The show runs through the end of the month.

11 The world's a stage: Drama students at Wilson High School will show off what they've learned this year in the Advanced Acting Lab Performance on Thursday, Jan. 11 from 7:30 - 10 p.m. The show takes place in Studio 108 at Wilson High School, 1151 SW Vermont St. Come see the future stars!

13 Happy Trails: This month's Southwest Trails walk takes place Saturday, Jan 13 and is 5.4 miles long. It will explore the Marquam Trail to the Waterfront Trail. Meet at 9 a.m. behind the bleachers, near the food carts, at Wilson High School, Southwest Sunset Boulevard and Capitol Highway. For more information, visit www.swtrails.org or contact Sharon Fekety at fekety@hevanet.com.

16 Bullet Journaling 101: What is a bullet journal? A journal. A to-do list. It's even an art project that leads to mindfulness and productivity for 2018. This workshop is led by Jennifer Willis. Bring a journal (can

be anything) and a pen. This event takes place on Tuesday, Jan. 16 at 6:30 p.m. at the Garden Home Community Library (Annex), 7306 SW Oleson Road. Free.

20 Reflecting on Dr. King: Each third Monday in January, the nation pauses to remember the life and legacy of Martin Luther King, Jr. Dr. Bill Thierfelder explores King's life as well as facts that you may not have known about this iconic figure. This event takes place on Saturday, Jan. 20, 3 - 4:30 p.m., at the Capitol

Hill Library, 10723 SW Capitol Highway. Free, but registration is required. Register online, in the library or by calling 503-988-5123.

27 Melodies of Brazil: Choro da Alegria, a Portland-based ensemble dedicated to playing the wonderful melodies of Brazil, will perform a free concert Saturday, Jan. 27, from 1 - 2 p.m. at the Hillsdale Library, 1525 SW Sunset Blvd. Enjoy classic tunes from Bossa Nova and Musica Popular Brasileira. Free. For more information, call 503-988-5123.

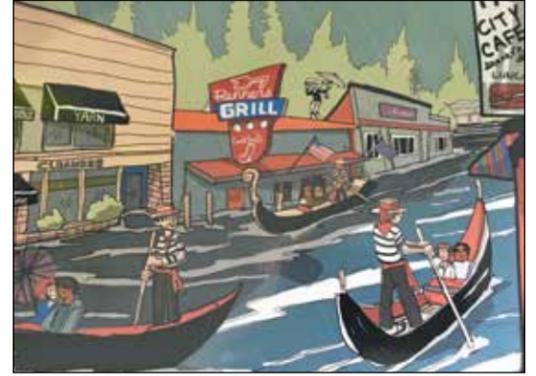
Local illustrator creates whimsical calendar of Multnomah Village

Local illustrator Veronica Casson has created a calendar depicting a whimsical Multnomah Village with conceptualization by Sara and Morgan Le Meitour.

The Le Meitours came up with ideas of capturing the feeling of the village with images of places most would recognize. Casson, who lives in Multnomah Village, spent a lot of time drawing last summer at the French Quarter.

"Together, we crafted ideas for each month," Casson told *The Post*. "I was thrilled to be commissioned to be the illustrator."

For example, January features a snow-laden village with a horse drawn sleigh and an igloo in the middle of the road. August depicts



a woman riding a horse in a desert scene in front of several storefronts. Casson said she has received many lovely compliments on the calendar.

Calendars are available for sale for \$20 at the French Quarter and other boutiques in Multnomah Village.

- Erik Vidstrand

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THE COUNTRY STORE

Fly Haberdashery opens in Multnomah Village

By Erik Vidstrand
The Southwest Portland Post

A new boutique, Fly Haberdashery, opened in December inside the French Quarter boutique mall, 3530 SW Multnomah Blvd. Owner and local artist, Lux Jacques, who recently moved from Colorado, was looking for a place to set up shop when she bumped into the French Quarter.

Jacques was originally looking at buying the fish cart that was for sale at the time, but decided to take her business inside after meeting prop-



Owner and local artist, Lux Jacques, poses with two of her handcrafted hats at Fly Haberdashery. (Post photo by Erik Vidstrand)

erty owner Yves Le Meitour.

The boutique features unique, handcrafted hats, bowties, pins,

jewelry, and paintings all created by Lux.

"I grew up on an almond orchard in the foothills of the California Sierra Nevada," Lux told *The Post*. "My grandfather took me fishing and hunting."

Thus began her love of the outdoors.

Jacques creates earrings and pins resembling fishing flies adorned with colorful feathers. Her wood-brimmed hats are laser etched and made of alder, cherry, and Baltic birch. Jewelry pieces include lichen and wood objects encased in resin.

"I am preserving what people are

not paying attention to," she said.

Lux plans to have fashion and art shows, invite local musicians to play, show films, and cross-market items with several other merchants in Multnomah Village. She also plans to start holding classes.

"As an artist," she said, "you need to be driven, produce sweat and tears, and put your blood into it. There is no such thing as a struggling artist if you have these traits."

Fly Haberdashery is open Thursday through Sunday, noon – 5:30 p.m., or by appointment, at 530-230-8742. More information can be found at www.flyhaberdashery.com.

CAPITOL HIGHWAY PROJECT

(Continued from Page 1)

that the Oregon Department of Transportation allow a speed limit reduction to 25 miles per hour, although they are expecting only a reduction to 30 mph.

The Bureau of Environmental Services is the other key partner on this project. Gonzales-Baird shared designs for a multi-faceted stormwater management system to manage runoff from existing and new roadway surfaces.

"There will be a mile-long mainline pipe from Southwest Brugger Street to 49th Avenue that turns, then travels to Garden Home Road," Gonzales-Baird said. "This is a stormwater pipe, not a sewer pipe."

"There will also be 24 green streets mostly five feet wide. These are for removing solids and micromanaging the gunk off roadways."

Gonzales-Baird explained that there are conflicts with existing water or gas mains with 23 out of 24 locations. In the coming months there will be surveying, geotechnical, and ecological tests. There will be four basins in all to capture stormwater. The biggest one will be near the U.S. Post Office (40th Avenue and Multnomah Boulevard)

"Be sure to check out the city's website for the complete presentation," Lyons said. "The site features

maps, designs, and notices for residents impacted by the project. The subcommittee's next meeting will take place in January."

Additional information is available on the website throughout the project: <https://www.portlandoregon.gov/transportation/71661>.

New 39-Unit Building

(Continued from Page 4)

one thing neighbors could do is be friendlier to developers.

"Try to weigh in on projects with a positive attitude and not try to stop me or appeal until the cows come home," O'Brien said. "We had designed a nice plaza at the Multnomah apartments but the city made us fill it in with more retail space."

Several members said they would like to work with O'Brien.

"We love the place we live," said Stuart Rounds. "Thank you for listening to our ideas. How can we work together to ask for a variance?"

According to the city, variances are given only if the process goes through a design review, but since the project meets all required community design standards, no review will take place.

"We are still in the early phases," Schultz said. "We are working out costs, looking at builders, and hoping to break ground in 2018."

Schultz said it would take one year to complete the project.



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EARTH TALK

Questions & Answers About Our Environment

Dear EarthTalk: How will climate change affect real estate values?
 — Jeremy Willson, Oxnard, Calif.

It's not surprising that questions like these are on readers' minds today, given the relentless hurricanes in the Southeast, the devastating wildfires in California and other climate-related "Acts of God" bedeviling Americans recently.

No doubt, climate change is already having an effect on real estate values.

Of course, the 40 percent or so of Americans who live in coastal areas are at most risk of financial loss, given rising sea levels and the increase in intense storms and attendant flooding.

A recent analysis by Attom Data Solutions found that home sales in flood-prone areas grew 25 percent less quickly than in counties not prone to flooding over the last five years.

"If sea levels rise as much as climate scientists predict by the year 2100, almost 300 U.S. cities would lose at least half their homes, and 36 U.S. cities would be completely lost," said

Krishna Rao, Director of Economic Product & Research at Zillow.

Across the country, some 1.9 million homes—worth some \$882 billion in the aggregate—are at risk of literally being "underwater" as sea levels rise in coming decades.

Those states with lots of people living along their coastlines would be hardest hit. "More than one in eight properties in Florida are in an area expected to be underwater if sea levels rise by six feet, representing more than \$400 billion dollars in current housing value," said Rao.

But living away from the coast doesn't guarantee your real estate values won't be affected by climate change, given the increase in extremely warm days across the country and the extension of the wildfire season across much of the West.

Verisk, an insurance industry data analytics provider, reports that more than two million homes within California alone are already located in high risk zones.

"The amount of fire that is projected to increase in a warmer world is an increase of anywhere between 100 percent and 600 to 700 percent, and that's just with [a one degree Centigrade increase in global average temperature]," said Mika Tosca of the non-profit Union of Concerned Scientists. "And if we're projected to see six degrees of warming, you can imagine what's going to happen."

To make matters worse, the insurance system isn't keeping pace with the onslaught of climate effects. When Hurricane Harvey flooded Houston in



Sea level rise and coastal flooding could wreak havoc on real estate values for the 40 percent of Americans currently residing in coastal areas. (Courtesy of Monmouth University)

late August 2017, 85 percent of the victims didn't have flood insurance and had to start all over again financially.

And while fire insurance may be required as part of owning property, the economic impacts of increasing wildfires could be a head shot to the insurance industry if it doesn't raise premiums across the board accordingly. Residential insured losses from the October California Wine Country fires alone total upwards of \$3 billion.

So even if your home isn't directly affected by climate change, your pock-

etbook will be, given that everyone's rates will need to go up to pay for an increasing number of catastrophic property claims.

Contacts: Attom Data Solutions, attomdata.com; Zillow, zillow.com; Verisk, verisk.com; Union of Concerned Scientists, ucsusa.org.

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◀ **Joan Lunden**, journalist, former host of *Good Morning America* and senior living advocate.



aPlace for Mom

Off-Road Cycling Plan may lead to future developments at Gabriel Park

By Jack Rubinger
The Southwest Portland Post

Gabriel Park in Multnomah is one of the 16 Portland parks that are “finalists” for one of the new bike parks being planned by the Portland Bureau of Parks and Recreation, as part of its Off-Road Cycling Master Plan.

Portland has taken a piecemeal approach to addressing the need for off-road cycling facilities across the City.

The Plan establishes the role of the city and its public spaces in meeting off-road cycling needs and provides a comprehensive framework for successfully meeting community needs.

The Plan defines off-road cycling and develops a baseline understanding of who does, or would like to, ride off-road in the city now and in the future.

According to city planners, people of all ages participate in off-road cycling. In Oregon, total adult participation is split roughly evenly between people 18-29 years old, 30-39, 40-49, and 50 or older.

While limited local data is available for youth participation, the National Outdoor Recreation survey indicates that road, mountain, and BMX biking rank as the most popular outdoor

activity for young between ages of 6 and 17.

In 2017, city planners conducted virtual open houses, which featured an on-line map soliciting input on candidate sites, held seven public open houses, held in various locations across the city and led multiple one-on-one listening sessions with cyclists.

Bike parks, such as pump tracks, jump parks, and skill trails, are dedicated places for people of all riding abilities to practice their riding skills and have fun.

They can be built on a portion of a property, or around the perimeter. For this master plan, bike parks were only being considered for developed parks, not in natural areas.

Northwest Trail Alliance believes that Gabriel Park could be a good place for off-road cycling use as outlined by the plan. Many alliance members live in the neighborhood and would love to see this park incorporate features where they could ride with their families.

“Nothing gets built in this city without a plan. It’s great to see the resources and the effort to getting such a high profile plan in place. However, lots of plans sit on shelves and do very little. We’d like to see the public



Gateway Green bike park in East Portland. (Photos by Bike Portland)

and political support to dedicate some money to get trails on the ground and some mountain bike parks built,” said Alex Criss from Rose City Bicycles.

Off-road cycling and mountain biking have been growing in popularity since the 1970s.

Many factors have led to this popularity. The ability to access and experience nature, spend time with friends and family while riding and having a low impact on the environment are

some of the leading reasons.

The State of Oregon has identified off-road cycling as more popular in Oregon than skateboarding, tennis or golf.

“The Off-road Cycling Master Plan recommends a medium-sized bike park at Gabriel Park. That’s great. We’re all for building jumps, pump tracks, and easy trails to help create fun and safe access for riding bikes on dirt,” said Criss.

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