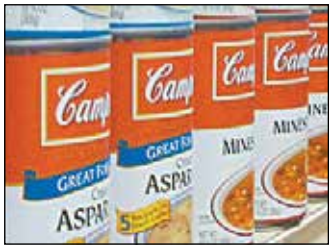


► **EarthTalk:** Is there any way to avoid toxic chemicals in the lining of prepared food cans? – Page 6



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► **The Country Store:** Jules of Morocco is closing after 16 years in Multnomah Village – Page 8



The Southwest Portland Post

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June 2018

Latest plans call for Taylors Ferry Road detour at Barbur Crossroads

SOUTHWEST CORRIDOR PLAN

By Erik Vidstrand
The Southwest Portland Post

At the May meeting of the Southwest Corridor community advisory committee, Metro informed members that the draft environmental impact statement release had been delayed.

According to Eryn Deeming Kehe, Metro senior communications specialist, the Federal Transit Administration is doing a deeper review of the project.

"This is one of the first major transit projects of the current federal administration," Kehe said. "The FTA has been asking us for more details. I believe the document will be delivered on June 15 at the earliest and the latest on the 29th."

There will be a 45-day public input period as soon as the draft study is released. Metro is trying to keep the

document under 150 pages.

Kehe explained the protocol for members to reach a consensus on their locally preferred alternative light rail route. Their recommendation goes to the Metro steering committee who will decide the outcome.

Matt Bihn, Metro project planner, went over some of the design modifications of the route.

"Originally," Bihn said, "a shuttle up to PCC-Sylvania was proposed on Southwest 53rd Avenue but that now has been moved to 68th."

Light rail tracks are planned to move off Barbur Boulevard near Capitol Highway continuing along Taylors Ferry Road.

"The tracks would then travel over a section of green space, over the freeway, and then over Barbur," said Bihn.

Several audience members shook their heads in disbelief when someone asked if this road was wide enough for

(Continued on Page 3)



In June 2015, bicyclists measured and took notes on the thin bike ledge on the Newbury viaduct along Barbur Boulevard. Metro officials recently said there isn't enough money in the budget for bicyclist and pedestrian access along new MAX track viaducts. (Post file photo by Erik Vidstrand)

How Lincoln students are fighting the city's homeless crisis



Lincoln High School students prepare meals for homeless youth through the CardsCook program. (Photo courtesy of NBC News)

By Bitia Ryan and Kait Richmond

Hank Sanders is only 17, but he knows exactly how fortunate he is to have a roof over his head and food to eat.

That's because once a week, he and 20 to 30 of his classmates at Lincoln High School, have dinner with the area's homeless youth. First they cook, and then they eat — together.

"It makes you open up your eyes," Sanders told NBC News. "You are so much more grateful for every single thing that you have, for every dollar that you're given, for every meal that is on your plate."

Sanders started the program Cards Cook — the school mascot is a car-

dinal — two years ago as a way to integrate himself and his classmates with Portland's less fortunate youth.

According to officials with Multnomah County, there are at least 700 to 800 homeless teens in the county at any given time, a number indicative of an even larger crisis that the city has been battling for years.

Government officials declared the homeless problem a "state of emergency" three years ago, citing a lack of affordable housing as one of the leading factors.

The concept of Cards Cook is simple: Student volunteers get together at a church where they prepare a planned menu of healthy meals that

they can make in large quantities. When they're done cooking, they grab some of the food and join everyone while they eat, talk and play games.

"We play the same video games, we read the same books, we watch the same movies," Sanders said. "We can relate. So with every single meal, we're making that connection stronger."

Since it began, Cards Cook has served 27,000 meals and raised thousands of dollars for the community. Perhaps their biggest contribution, however, is listening.

"They actually come out and they talk with us and they interact," said Kyle Pillsbury, a homeless 29-year-old who attends the dinners every week. "It's humanizing."

The teachers from Lincoln have also taken up their students' mission, often joining the dinners to give

lessons on everything from drawing and poetry to managing personal finances.

Henry Hooper, the program's adviser, who spent 30 years in business before becoming a teacher, is inspired by the teens.

"This is unusual," Hooper said. "That's a combination of being social entrepreneurs as well as active students. They really want to do something to make a difference, and it's extraordinary."

Sanders said he hopes to keep serving meals while working with the city to find long-term solutions to homelessness in Portland.

"There are so many negative connotations that come in people's heads when they're looking at homeless people," Hooper said. "We've got to change that. Not just as 15 students, not even as 100 students ... we've got to change it as a city together."

A version of this story was originally broadcast on NBC News with Lester Holtz on May 7.

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The Southwest Portland Post
4207 SE Woodstock Blvd #509
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Homeless camps observed near Barbur and Terwilliger boulevards

Letters to the Editor



The Southwest Portland Post
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After all the postings about a reported homeless camp near Barbur and Terwilliger and a neighborhood meeting on Sunday, three of us took a walk in search of the infamous camp today (Monday, April 8).

We just found two tents between Barbur Boulevard and Interstate 5 just down the hill from Baja Fresh on the wooded slope above the freeway off ramp.

One campsite was very trashy and the other one was well kept with all

their trash carefully bagged.

The occupants of this campsite were a man in his mid-late 20's and a young woman in his tent. Nobody was seen at the other camp at about 4:00pm.

Judging by the huge piles of garbage at other sites, we believe there may have been three to five campsites at one time.

We looked for evidence of crime. No syringes were observed. We could not find any packing material from Amazon or other online providers that would evidence package theft as some people at Nextdoor had suggested.

I did not see any bicycles, bike trailers, bike parts or any evidence of bicycle theft that is so apparent at other homeless camps. There was a shopping cart and Fred Meyer shopping bags which lead me to believe the occupants probably hang out at the Burlingame Fred

Meyer's.

The only odd things I observed were a pair of child's crutches and some torn and discarded Christmas wrapping. The couple that we spoke to were busily cleaning up.

We introduced ourselves and asked if they needed anything. They did not want to engage us in conversation but were not hostile in any way.

Bottom-line: Compared to what I have observed in other parts of Portland, this did not appear to be a significant problem.

It does not seem to pose a safety risk and it is not in an environmentally sensitive area. No assistance was requested and we could not discern any way we could help these homeless neighbors.

Denny Barnes
Collins View
(via Nextdoor)

Pedestrian safety improvements being considered for Stephenson Street

FROM THE EDITOR'S DESK

By Don Snedecor
The Southwest Portland Post

The Portland Bureau of Transportation is holding a meeting to explain a number of proposed solutions for improving pedestrian safety along Southwest Stephenson Street.

The meeting is scheduled for Monday, June 4 from 6:30 to 8:30 p.m. at Stephenson Elementary School (cafeteria), 2627 SW Stephenson St.

Traffic calming, including installation of speed bumps, and lowering the speed limit are being considered.

A pilot program called the Safer Shoulders Project is an interim approach to providing a safer walking environment on Southwest Portland streets.

Until the significant funding necessary to build full city standard sidewalks can be found, PBOT has been developing this program with the Bureau of Environmental Services to provide interim safety improvements.

The program provides more shoulder space for pedestrians on important routes to destinations such as schools, where sidewalks are missing or discontinuous. This program is also being considered for Stephenson Street.

Rich Newlands of PBOT (rich.newlands@portlandoregon.gov) will provide outreach, education and answer questions at the meeting.

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U.S. Sen. Ron Wyden tweeted on May 25, "Heard from Oregonians today in Portland at the @MultCoLib branch in Hillsdale about the urgent need to restore #NetNeutrality." (Photo courtesy Multnomah County Library)

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City planner discusses short-term rental regulations at neighborhood meeting

MULTNOMAH NOTEBOOK

By Erik Vidstrand
The Southwest Portland Post

At the April meeting of the Multnomah Neighborhood Association, a member raised an issue related to short-term rentals like Airbnb.

According to chair Martie Sucec, "An interesting discussion ensued and it became apparent that views widely diverge about the many facets of short-term rentals."

Sucec said that some folks were concerned about the impact of short-term rentals on their blocks. Others were concerned about the need for some homeowners to supplement their incomes.

"One member thought that short-term rentals should be regulated the

way condo and home owner associations are," Sucec said. "We decided that an open-ended discussion would be productive."

Sucec arranged for Michelle Seward, a senior city planner with the Bureau of Development Services, to speak at the May 8 meeting.

The City of Portland recently adopted new regulations that define what is allowed as an accessory short-term rental. The word "accessory" in the title emphasizes that the primary use of the residential dwelling is long term occupancy, and only a part of the dwelling unit is used for short-term rental purposes.

"Type A accessory short-term rentals have one to two rooms for rent," Seward said. "The resident must occupy the primary or accessory dwelling unit for at least 270 days during each calendar year. They can

rent bedrooms in either dwelling unit. "Type B accessory short-term rentals can have three or more rooms," she said, "but cannot rent more than five bedrooms to overnight guests."

A resident must also occupy the dwelling unit for at least 270 days during each calendar year.

"They must have a legal bedroom which must have a closet and window egress," she said. "These units must be interconnected with smoke alarms and a carbon monoxide detector."

The city code (Chapter 33.207) says that all accessory short-term rentals must maintain a guest logbook. It must include the names and home addresses of guests, guests' license plate numbers if traveling by car, dates of stay, and the room assigned to each guest. The log must be available for inspection by city staff upon request.

Seward said a review process takes

place with neighborhood and business associations and to properties within 150 feet of the proposed rental. Some members were concerned that these rentals are not inspected or that large apartment buildings could allow vacation rentals like Home Away or Airbnb.

"This is unlikely," Seward said. "Residency requirements are in place but could go unchecked. It is a complaint driven process." Neighbors with questions about short-term rentals may call the city's code enforcement hotline at (503) 823-2633.

Editor's Note: Seward said that a license for a Type A short-term rental (up to two bedrooms rented) costs \$178.08. A Type B short-term rental (three or more bedrooms rented) license is \$5211. Each property is inspected for code compliance by the city as part of the application process.

SOUTHWEST CORRIDOR PLAN

(Continued from Page 1)

the rail line.

"Would there be an impact to Woods Creek?" asked member Roger Averbeck, with Oregon Walks. "Will there be bike and pedestrian facilities along this overcrossing?"

"It's not in the design for bike and pedestrian access due to costs," he said.

Michael Kisor, the bike-pedestrian advocate said, "This whole [Barbur] Crossroads area is a danger and needs fixing! I ride and walk this intersection all the time and it is a real challenge." Someone mentioned that the Crossroads is dangerous for vehicles as well.

Bihn said that the Barbur Transit Center will also be redesigned coordinating business development as well as parking and bus stops.

The last topic of the evening was discussion of the two viaducts along Barbur Boulevard. Newbury and Vermont viaducts were built with wood back in the 1930s during the Hoover Administration.

Bihn explained that the project aims to avoid these structures since it will not support the MAX trains.

"This is an engineering challenge," he said. "A sturdier viaduct would be built that parallels I-5 and Barbur."

Kisor asked if there would be pedestrian and bicycle access. Bihn said

the new viaducts would only include trains, not even buses.

"The older viaducts cannot be retrofitted," he said. "Widening them is not an option. Again, it's a matter of budget."

Kehe reminded the group that the current budget calls for a 12-mile line from downtown Portland to Tualatin. Budget cutting is being examined at all points along the line.

"We were promised that these improvements would take place," Kisor said. "We must find the money somewhere to put in the facilities we need."

Kehe said more information would be coming their way. Bihn finished his presentation by speaking about some of the project benefits.

"The freeway is projected to experience 13-17 hours of congestion per day in 2035," he said. "Light rail is expected to carry 43,000 riders daily and that the capacity can be expanded when needed."

Bihn said that it'll take 30 minutes to get from Portland State University to Bridgeport Village but the vehicle range can be anywhere from 17 minutes to an hour.

"There will also be new connections up to Marquam Hill, PCC-Sylvania, and the Tigard Triangle," he said. "This project serves as a spine for local bus service growth in the Southwest."

Kehe wrapped up by sharing a calendar of engagement tasks during the statement comment period.

"DEIS documents will be available at the offices of Metro, the city, TriMet, SWNI, and at local libraries," she said. "And of course, it will be online. CDs can be requested as well."

"TriMet will be conducting additional outreach to affected communities."

Property owners impacted along the line and within a quarter-mile of the project will receive a postcard in the mail providing next steps and how they can comment. Neighbors will be able to comment online, through email and U.S. mail, and at several

public hearings.

Information will also be on Facebook, Twitter, and Instagram. A hotline will be set up and there will be ongoing community briefings.

Planners estimate building the light rail will cost between \$2.6 and \$2.8 billion. Construction could begin as early as 2021 with opening in 2027. A region wide transportation ballot measure in 2020 would help fund the project along with matching funds from the federal government.

For more information, go to swcorridorplan.org or @SWCorridor.

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Water Bureau joins project as partner, retaining walls being discussed

CAPITOL HIGHWAY PROJECT

By Erik Vidstrand
The Southwest Portland Post

In early May, city of Portland transportation staff provided updates on the Capitol Highway improvement project to the Multnomah subcommittee. Steve Szigethy, project manager, and Cedar Heinle, project structural engineer, discussed anticipated components.

The city has removed street water facilities, or bioswales, from the plans. This allows more separation between pedestrians and bicyclists on the east side of the highway.

"Some on-street parking has been added and additional off-corridor improvements have been designed on 42nd Avenue, Alice Street, and Multnomah Boulevard," Szigethy said.

"Soil sampling took place along the corridor, a tree walk-through happened, and [we] initiated retaining-wall designs."

Chris Lyons, subcommittee chair, announced that the Portland Water Bureau is joining the project as a major partner.

"North of Southwest Marigold Street," Lyons said, "the water bureau plans not only to relocate the water main, but also to upgrade the pipe from six to eight inches. They will also replace the water main in Carson Street from 42nd Avenue to Capitol Highway."

"This would be a good time to let me know if you are thinking about updating or changing your sewer or water lines," Szigethy said.

Lyons said the city has completed one-on-one property owner visits.

"City staff was able to reach 45 out of 100 properties," Lyons said. "Remaining properties will receive direct outreach from PBOT's right-of-way staff as they develop construction easement documents."

Heinle presented options for project retaining walls. "There are mainly three types of walls," Heinle said. "These include gravity, cast-in-place, and sheet pile walls."

"Gravity walls are the very large blocks you see along Multnomah Boulevard," she said. "These are the least expensive, have a short construction time, and are good for low walls."

But Heinle said they these have the largest excavation footprint and have the potential for graffiti.

"Some can be coated with anti-graffiti paint; some will have railings or landscaping."

"Over time these walls can get grungy and weeds grow out of them," Lyons said.

"The city conducts wall maintenance and inspections every few years," Heinle said. "There are over 600 walls throughout the city with a staff of four."

"We're not the wall police, though," said Szigethy.

"Cast-in-place walls are medium cost," Heinle said. "They are made



A cast-in-place wall was the design that most residents along Capitol Highway liked. Railings are required where a fall hazard is present. Residents preferred railing that was painted black, which is designed to fade into the landscape. (Post photo by Erik Vidstrand)

of concrete, can feature carvings, and can be stained or painted. They have a smaller excavation footprint and have a more aesthetic look."

"Sheet pile walls are the most expensive," she said. "They are made of steel and have a rust look."

Heinle shared photos of steel beams driven into the ground. They are lightweight but strong and are good for moist soils.

"They may conflict with existing or future utilities," she said.

Most audience members preferred the cast-in-place design.

Committee members asked a variety of questions: Could murals be painted on the walls by high school students? Could neighbors chip in to help build the wall type they want? How tall are the largest walls?

"The tallest wall is about 10 feet in a few locations," Heinle said. "Some are five feet, and the smallest are two."

Szigethy said costs are aggregated into the budget so it would be difficult to portion out individual wall preferences.

"If you see any walls you like, though, please take a photo and send them to us," Szigethy said. "In the fall, there will be office hours for residents and recurring site visits."

The final topic was trees. Urban Forestry and other city tree partners surveyed 1,191 trees along the corridor and within 25 feet of the buffer area.

"It is our aspiration to keep as much of the canopy as possible," Szigethy said. "We looked at native and healthy trees, nuisance and unhealthy trees. About 885 trees will be preserved, 145 will be removed on Capitol, and 161 will be affected off the corridor."

"We are in process of informing all property owners about their losses," Szigethy said. "We plan to cut them in winter to avoid bird nesting. The US Fish and Wildlife Service will inspect all trees before they're removed."

According to Szigethy, federal law requires that private property owners be compensated for their tree losses.

The 60 percent design will be complete by July with final plans at the beginning of next year.

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COMMUNITY LIFE

By KC Cowan and Don Snedecor
The Southwest Portland Post

1 Migration Stories: Explore what it means to be an immigrant in a new art show at the Multnomah Arts Center Gallery. The show includes paintings, drawings, prints, sculpture, installation, photography, mixed media, poetry, prose and video from 45 artists representing a wide range of cultures and personal histories to tell the story of immigrants. Opening reception Friday, June 1, from 6–9 p.m. at the MAC, 7688 SW Capitol Highway. The show continues through the month. Free.

walk will include parts of Garden Home, Beaverton and the Fanno Creek Trail. Meet behind the bleachers at Wilson High School (Sunset Boulevard and Capitol Highway) at 9 a.m. on Saturday, June 9, and be ready to car-pool to Montclair School. For more information, visit swtrails.org. To lead a future walk in your neighborhood, contact Sharon Fekety fekety@hev-anet.com.

10 Concerto at the J: Come hear the Jewish Community Orchestra wrap up its season on Sunday, June 10 at 3 p.m. at the Mittleman Jewish Community Center, 6651 SW Capitol Hwy. The concert will feature Korn-gold's Cello Concerto in C, featuring Diane Chaplin on the cello. Tickets are available at the door on the day of the concert: \$10 adults, \$8 seniors, \$5 students. Children under 6 admitted free.



Authors Julia Stoops (*Parts per Million*), Sheila Hamilton (*All the Things We Never Knew*), and Scott Sparling (*Wire to Wire*) will discuss their works and the writing process on Tuesday, June 26, at 7 p.m. at Annie Bloom's Books, 7834 SW Capitol Highway.

2 Stamp It: Learn how to make your own linoleum block stamps to print on fabric, paper and anything else you can think of. In this workshop, you will learn about the basic principles of design, then layout and carve a custom stamp using carving tools and a linoleum block. Saturday, June 2, 1–4 p.m. at the Hillsdale Library, 1525 SW Sunset Blvd. Free, but registration is required; register online, in the library or by calling (503) 988-5123.

15 Summer Reading: Exercise your brain and win prizes, too! Children and teens can play the Summer Reading game by starting a daily reading habit. Go to your local library on June 15 to get a game board. Fill it out every day you read, then bring your game board to the library on or after July 29 to get a prize, a T-shirt, coupons for Oaks Park, Oregon Ballet Theatre and Oregon Children's Theatre, and an entry in the Grand Prize drawing! Runs through Aug. 31.

16 Spring Garden Park: You're invited to join Commissioner Amanda Fritz and Portland Parks & Recreation for the grand reopening of Spring Garden Park. Check out all the park amenities Saturday, June 16, from 11 a.m. to 2 p.m. at 3332 SW Spring

9 Take a hike: The folks at SW Trails PDX invite you to join them on their monthly walk around the Southwest community. This month's 6-mile

Garden St. Food, games for all ages, face painting, and more. Free.

18 Colors of the Jungle: Meet zoologist, animal behaviorist, and wildlife educator Karl Anderson (the Oregon Bird Man) and his parrots. This educational and entertaining program features a wide assortment of parrot species from four continents – including many endangered species. Learn about the natural history and unique behaviors of these beautiful creatures as well what you should know about parrots before getting one as a pet. Monday, June 18, 2–3 p.m. at the Capitol Hill Library, 10723 SW Capitol Highway. Free.

23 Shibori Fabric Tie-Dying: Get ready to get messy in this hands-on workshop where students will be able to transform fabric and T-shirts into their own wearable works of art. Examples, techniques, and the tradition of this ancient Japanese art will be studied. Participants will learn techniques that they will be able to take home and recreate with an assortment of available dyes. This class is run in collaboration with the Independent Publishing Resource



Garden St. Food, games for all ages, face painting, and more. Free.

27 Drawing Room: Artists of all abilities are invited to drop by the Garden Home Community Library Annex (7306 SW Oleson Road). Participate in an evening of creating watercolor and ink illustrations alongside local creatives. Bring a photo or image for inspiration if you have something specific you'd like to paint. Art supplies, instruction, inspiration, and snacks are all free. The event will be held on Wednesday, June 27, from 6:30–8 p.m.

Council. This event will take place on Saturday, June 23, 2–6 p.m. at the Capitol Hill Library. Registration required; register online, in the library or by calling (503) 988-5123.

27 Drawing Room: Artists of all abilities are invited to drop by the Garden Home Community Library Annex (7306 SW Oleson Road). Participate in an evening of creating watercolor and ink illustrations alongside local creatives. Bring a photo or image for inspiration if you have something specific you'd like to paint. Art supplies, instruction, inspiration, and snacks are all free. The event will be held on Wednesday, June 27, from 6:30–8 p.m.

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EARTH TALK™

Questions & Answers
About Our Environment

Dear EarthTalk: Why on earth would cans and other food storage containers contain toxic BPA that can make us sick? Is there any way to avoid it?
— Melinda Billings, Hixson, TN

If you like the occasional can of tomato soup or diced pears, chances are you're walking around with trace amounts of bisphenol A in your bloodstream.

According to the U.S. Centers for Disease Control and Prevention, 90 percent of us are walking around with trace amounts of this toxic synthetic chemical in our bloodstreams.

Bisphenol A is commonly used as a constituent component in the epoxy resins lining the inside of cans, boxes and other food storage containers to prevent corrosion and breakages.

One of a class of so-called "hormone disrupting" or "endocrine mimicking" chemicals, Bisphenol A fools the body into thinking it's the naturally occurring hormone estrogen.

The result can be negative effects on brain development, metabolism and the reproductive system. Bisphenol A exposure has also been linked to cancer, heart disease and other serious health disorders.



A good old can of soup might not be as good for you as you would expect, given the toxic chemicals in the lining of the can itself. (Photo by Matthew Hurst, FlickrCC)

"Evidence suggests the developing fetus and young child are most at risk, but adolescents also appear uniquely vulnerable," reports the Environmental Working Group, a leading non-profit research and advocacy group.

Of course, the harm isn't limited to children and teens; adults can suffer the ill effects of a lifetime of bio-accumulated Bisphenol A coursing through their veins as well.

According to the Environmental Working Group, we can cut down on the amount of Bisphenol A we ingest by steering clear of canned and processed foods and replacing them with fresh, frozen and dried options.

Get your tomato soup from the hot prepared foods section of your local

natural foods market or, better yet, make it yourself from scratch from organic ingredients. And instead of buying diced pears in a can, buy a real pear and dice it up yourself.

"For those who cannot avoid foods in BPA-lined cans, rinsing the food in water may help lower the level of BPA in the food," reports the Environmental Working Group, adding that rinsing cuts back on other unhealthy additives—such as sodium on beans or sweet syrup on fruit—as well.

The group also warns never to heat up food directly in a can: "Transfer it to a stainless-steel pot or pan for stovetop cooking, or microwave in glass – not plastic."

If you're not sure whether your favorite foods are at risk of containing Bisphenol A, you can search the group's Food Scores database to find out, and also to look for safer alternatives that don't contain hormone disruptors.

The U.S. Food and Drug Administration banned Bisphenol A in baby bottles, sippy cups and infant formula packaging, but the vast majority of us are still at risk.

Environmental and health advocates are calling on the agency to ban Bisphenol A outright from any packaging materials that come into contact with foods, drinks or water, but so far officials don't seem inclined to take the now ubiquitous chemical off the market completely.

In 2014 and again in 2016, Democrats in Congress floated legislation that would have banned Bisphenol A and other potentially dangerous food additives in all food storage containers, but neither bill ever made it out of committee.

Without any help from the government, then, it's up to us to wean ourselves off of Bisphenol A by making smart choices about what we buy and what we eat.

Contacts: U.S. Center for Disease Control, Bisphenol A Fact Sheet. Environmental Working Group, Food Scores.

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



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EARTH TALK™

**Questions & Answers
About Our Environment**

Dear EarthTalk: What are suitable materials for making biodegradable plastic besides corn and sugarcane? Is pineapple or peanut suitable?

– Yu Hong Yap, Malaysia

Biodegradable plastic is defined as any form of plastic that can break down into its constituent components in the environment within days, weeks or months without leaving behind potentially toxic residue.

The term bioplastic refers to any form of plastic derived from organic or plant-based materials rather than petroleum, regardless of whether it can break down (biodegrade) easily in the environment.

Thus, the two terms are not necessarily the same, although many use the terms interchangeably.

The most common iteration of bioplastic, so-called PLA (polylactic acid) plastic, is typically derived from corn or sugarcane—and is biodegradable.

Since we know how to grow these food crops so well, using the minimal amount of land for the highest yield, we can create bioplastic pretty efficiently.

But given still exploding global human population numbers and more hungry mouths to feed, many wonder if it makes sense to take away land that could be used to grow food to make more plastic, even if it is biodegradable.

To avoid wasting food crops to make plastic, researchers have pioneered new formulations of biodegradable plastic derived from feed-

stock not suitable for food or feed, such as wood, wheat straw, bagasse, corn cobs, palm fruit bunches, switch grass and waste vegetable oil.

In Europe, the Mars candy company is using potato waste in its biodegradable wrappers for Snickers bars.

Likewise, there's no reason why pineapple or peanut couldn't work as a feedstock—though market conditions usually dictate that such products fetch a higher price as food, especially since they don't have to be processed as they would if they become bioplastic.

Yet another even more futuristic category of bioplastic feedstock uses algae or even carbon dioxide or methane waste to produce biodegradable plastic.

These so-called "third generation" or "nextgen" feedstocks do double duty by both creating biodegradable plastic and removing pollutants that would otherwise contribute to climate change or eutrophication (an excessive buildup of nutrients in waterways that causes a dense growth of plant life and death of animal life from lack of oxygen).

While biodegradable plastic is hardly commonplace yet on store shelves, there are actions consumers can take to move things along.

Encourage manufacturers to switch to biodegradable plastics and stop buying products made with conventional plastic. Sign the Earth Day Network's petition to end plastic pollution.

While no one can reasonably argue against replacing conventional plastics with biodegradable ones, researchers from the United Kingdom's University of Portsmouth and the U.S. Department of Energy's National Renewable Energy Laboratory accidentally developed an enzyme that breaks down conventional plastic into its constituent parts.

This discovery could revolutionize recycling and be a Godsend for marine and terrestrial ecosystems beset by plastic waste.



If we can get production costs down, there's no technical reason not to replace conventional petroleum-based plastics with biomass-based biodegradable varieties. (Photo by Doug Beckers, FlickrCC)

"We can all play a significant part in dealing with the plastic problem," says the University of Portsmouth's John McGeehan. "But the scientific community who ultimately created these 'wonder-materials', must now use all the technology at their disposal to develop real solutions."

Contacts: Earth Day Network,

"Help End Plastic Pollution" Petition; Mars, www.mars.com; University of Portsmouth, Biological Sciences staff, John McGeehan.

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MB17-NM008Ec

Jules of Morocco is closing its Multnomah Village store after 16 years



Julie Olson is closing Jules of Morocco in Multnomah Village. (Photo courtesy of Julie Olson)

Olson told The Post. "They used to come in monthly, check-in, and were the most down-to-earth folks."

Trilley Otten had a stroke five years ago and Gene has been taking care of her since. Olson said it would be inevitable that the building would be sold.

"The new owners will be most likely upgrading the building to meet seismic codes," Olson said.

Olson lived in Rabat, Morocco, from 1983 to 2006. Her factory was located in Marrakech. She said at one time, Olson had 200 tailors working for her.

"I don't want to be bitter," Olson said.

"When one door closes, another opens."

She already has plans in the works for a new endeavor.

Olson will be holding a garage sale the weekend of July 13-15. Everything from clothes to antique Moroccan rugs and doors will be for sale. The band, Kode Bluz, will play from 3-6 p.m. on the 14th (Bastille Day).

"It will be a thanks and farewell event to all my customers of 16 years in Multnomah," Olson said. "Champagne and nibbles will be served!"

The sale will be held at 3135 SE Van Water St. in Portland.



Legacy Hopewell House hospice received one of the grants from the Hillsdale Community Foundation. (Google photo)

Hillsdale Community Foundation announces 2018 grants

By Erik Vidstrand
The Southwest Portland Post

The Hillsdale Community Foundation has awarded \$4,520 in grants.

Michael Reunert, board chair, announced a \$1,000 grant went to Hopewell House, which provides compassionate, competent care for hospice patients and their families.

Don Baack, who represents the Hillsdale Neighborhood Association, received \$470 for replacement of the gateway entry sign at Southwest Vermont Street and Bertha Boulevard.

The Southwest Neighborhoods, Inc. Schools Committee was awarded \$550 for a fall speak-up session that will help under-served families address education equity issues in local schools.

Foundation secretary Rick Seifert said that the Hillsdale Business and Professional Association requested support for continued maintenance of street banners along Capitol Highway

in the town center for \$1,000.

"The foundation will also contribute \$1,500 to the maintenance, replanting, and watering of plants along Capitol Highway in the town center," he said.

"The money for the grants was raised primarily from the foundation's annual book sale," said Seifert.

The annual book sale will be held on Sunday, July 22, from 9 a.m. to 1 p.m. at the Watershed Building at Bertha Court and Capitol Highway.

Donated books should be dropped off at the Hillsdale Farmers Market on July 8 and 15.

The community foundation, a volunteer-lead effort, is a 501(c)3 non-profit whose mission is the revitalization of the Hillsdale Town Center and the bettering of the neighborhood as a whole.

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THE COUNTRY STORE

By Erik Vidstrand
The Southwest Portland Post

Jules of Morocco is closing its doors. According to longtime owner, Julie Olson, the current building owners, Gene and Trilley Otten, decided to sell the building that also houses Jones & Jones Jewelers to North Rim Commercial Properties. The boutique has been around for 16 years.

"This lovely couple, both in their late eighties, loved their building,"

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