

► **New Sellwood Bridge scheduled to open in March**
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► **Still under construction, Tastebud and Interstate Pizza race to open this fall** – Page 8



► **There are lots of outdoor events in August including Johnny Limbo & the Lugnuts at Washington Park** – Page 4



The Southwest Portland Post

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Portland, Oregon

Complimentary

August 2015

Multnomah Days festival includes parade, vendors, old-fashioned fun

By KC Cowan
The Southwest Portland Post

The Multnomah Days street festival, the yearly celebration of “All Things Multnomah Village” takes place Saturday, Aug. 15 from 9 a.m. to 10 p.m., and dozens of volunteers are gearing up to make it a family-friendly event for all.

The highlight of the day is the annual community parade, which begins at 10 a.m. Tye and Joan Steinbach of Thinker Toys have coordinated the event for the past decade and pretty much have it down to a science.

“We used to organize each entry and give them a number and ask them to get in line according to those numbers and it was a nightmare of organizational work,” Tye Steinbach said.

It’s less work than it used to be, because they got rid of the specific line up. Now, they just ask everyone to show up, line up, and bring two copies of the description of their entry’s “commercial” to be read over the public address system.

“We do try to space the ones with a little more bling or pizzazz so they’re not all together,” Steinbach added. “The parade is short, but spirited.”

The parade is 10 blocks long and lasts about an hour. Spectators will see local pets, businesses, churches, and community groups and floats follow the route east along Southwest Capitol Highway from Handy Andy’s service station (Garden Home Road) to the Lucky Labrador Public House (31st Avenue).

“It’s definitely homespun,” said Steinbach. “It’s kind of an old-school, down-home, community feel in an otherwise very slick world.”

After the parade, there’s plenty to see and do all through the village at the many vendor booths. Mike Radakovich has the task of choosing which vendors get a coveted space along Capitol Highway.

“We have to turn down some people,” Radakovich explained. “You can only have so many nonprofits.

“It’s a street fair, not a political fest, so we try to get [all] political parties

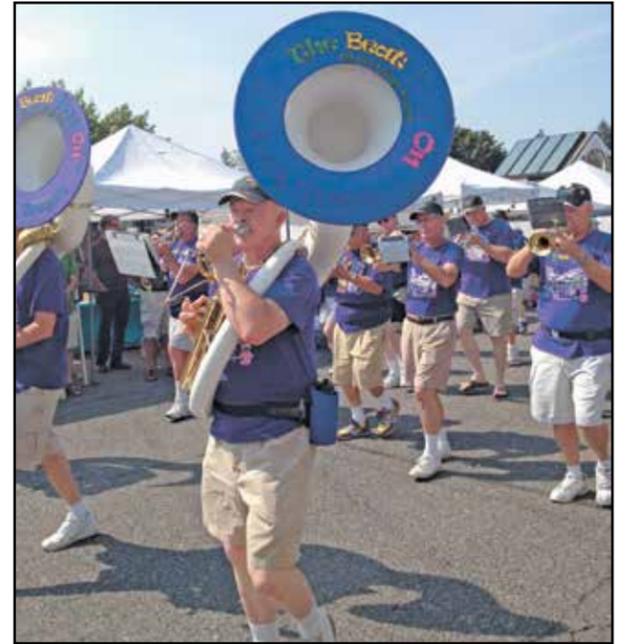
represented, but we want to have a good mix. You don’t want to go to a street fair and see all the same thing. We can’t have 20 booths all selling jewelry.”

Radakovich says people want to see handcrafted items, perhaps learn about a local agency, and have a bite to eat.

He said he makes sure that the local shops and restaurants all have a booth right out front of their businesses. Some 120 spaces have been sold, with the money going to help pay for Multnomah Days expenses, such as permits, porta-potties, barriers and so on.

Radakovich is particularly excited about a new vendor this year – Nordic Foods. “Their food looks phenomenal,” he says.

And once the fun is over? Another



The Beat Goes On Marching Band performs during the 2014 Multnomah Days parade. (Post file photo by Don Snedecor)

group critical to the success of Multnomah Days takes charge – the
(Continued on Page 6)

Legal defense fund discussed to oppose four-story development

By Erik Vidstrand
The Southwest Portland Post

Carol McCarthy, chair of the Multnomah Neighborhood Association, got right down to business at the July 14 meeting. Approximately

55 participants were in attendance with mostly one thing on their minds: the four-story apartment building proposed for Multnomah Village.

“Development is on the rampage,” began McCarthy, “and Multnomah Village is a target. This planning process is turning political in nature.”

McCarthy said that communication to city commissioners is crucial on this matter. She mentioned that commissioners Steve Novick and Amanda Fritz, both Southwest Portland residents, are up for re-election next year.

McCarthy urged neighbors to get their voices heard, not so much about stopping development, but limiting its nature, particularly height and parking issues.

Other issues include seven recent notices of residential demolitions throughout Multnomah alone.

McCarthy acknowledged there had been sentiment that the motions were rushed at the end of June’s meeting.

Stewart Rounds, a neighbor who lives near the planned four-story project, immediately revisited one of the motions. He proposed that the neighborhood association create a legal account for materials or services to help with broad land use issues that have been proposed in Multnomah.

It was quickly seconded and a lively discussion followed.

Rounds relayed that he had already gathered 1600 signatures to limit the project’s height to three-stories and increase parking with over 500 comments but that legal help could help mitigate community concerns.

“It’s basically a legal land use defense fund,” Rounds explained, “which to raise tax-deductible donations.”

A similar tactic was used in 2013 to raise funds for a lawyer to oppose the Freeman Water Tank property and to stand up to the developer’s influence at city hall.

Two former Multnomah neighborhood chairs, Martie Sucec and Moses Ross, were on hand to

outline how these legal funds should be collected and used within the Southwest Neighborhoods, Inc. umbrella organization.

“You have to be very clear about donations and where they go,” Ross said. “SWNI has a mechanism with a tax-exempt status for tax-deductible donations.”

Parking remained a topic of conversation for the next part of the meeting. Some thought one car per unit is inadequate.

“Usually there are a few spaces for guests,” said one property owner. “If there is no parking for renters, they may not rent.”

Ross spoke up for zero parking spaces and encouraged new renters to bus and bike.

“It’s an imaginary fallacy to believe that Metro and the city think that we all ride bikes or take the bus,” Sucec interjected.

“Many of us don’t ride bikes, and for buses, we only have two lines here in the village. The reality is that we need our cars.”

One of the only young people in the audience said it was the first time attending the neighborhood association.

“Who is the community?” she asked. “Who’s coming in? Are they single, like me, who doesn’t have a car, or is it families? What are the statistics?”

Chris Lyons, a resident who has been heading up a committee which is addressing improvements on Southwest Capitol Highway between Barbur Boulevard and Garden Home Road, responded.

Lyons said that infill development is happening all over city, but in
(Continued on Page 6)

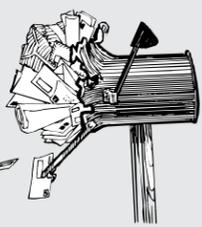


Carol McCarthy leads a large group of concerned citizens at the July 14 meeting of the Multnomah Neighborhood Association. (Post photo by Erik Vidstrand)

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Letters to the Editor



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The best place for increased density is along commercial arterials

Regarding "Developer defends proposed four-story apartment building in Multnomah Village," by KC Cowan, *The Post*, July 2015.

As a new resident to Multnomah Village, I offer some points in support of

the proposed multifamily development on [Southwest] 33rd and Capitol Highway.

In order to maintain the character of the neighborhood and accommodate more people, some change must happen.

The best place for this change is along our commercial arterials, so that we can concentrate density in appropriate places and preserve lower density in the residential areas.

The development will also provide our neighborhood with much needed diversity in housing choices. Having more housing type choices brings a more diverse population to the neighborhood.

Good design is also crucial. Design strategies to break down the mass will make it seem less large than it is. Detailing and materials in character with the Village will fit the building within its context.

Parking requirements are derived

from maximum peak use in low-density suburban areas. This results in suburban sprawl where everyone has to drive and park because everything is too spread out to support alternative modes of transportation.

It's a vicious cycle that creates a poor urban environment. Some of the 27 residents [Editor's Note: Developer Tim O'Brien has proposed building 71 units and 43 parking spaces.] may be carless. Others may park on the street.

While this may be annoying to some, we must remember that the street is public. Spillover can be mitigated by strategies such as parking permits, charging for street parking, and limiting parking time.

The problems the East side is facing are due to there being no parking provided on site for new developments. This development is providing more parking than required.

As for the argument that street parking will create a dangerous walking environment, I argue that this is already an issue in the neighborhood. Any new development will trigger street improvements, which include sidewalks, around the property. We aren't going to get our much-needed sidewalks without new development.

Sermin Yesilada

Post editor Don Snedecor responds: Thank you for your letter, Sermin. For highly urban parts of the city like Downtown, South Waterfront and the Pearl District, I would tend to agree.

For rural and suburban areas, like Multnomah Village, the community has been roughly the same density for more than 100 years, and to suddenly bring in 20-25-story towers like we have in South Waterfront could mean staggering culture shock.

While four-story buildings may seem like nothing to someone used to living in tall

buildings, a similar kind of culture shock can take place for those used to single family homes, a historic main street and skinny, shared streets.

You are partially right about the sidewalk issue. Normally, new sidewalks are required along with new development. Because of geology, topography, and stormwater issues, sidewalks in Southwest are very expensive.

Because of the high cost, for the past 20 years here in Southwest Portland, the City of Portland Bureau of Transportation has been issuing "waivers of remonstrance."

This simply means that in order for a developer or land owner to avoid having to pay to install sidewalks, they only have to agree to waive their rights to object to future street improvements.

Transportation Commissioner Steve Novick, who also lives in Multnomah, has gone on the record as saying he didn't like "sidewalk islands" (sidewalks built adjacent to new developments, then discontinued).

Novick said he is in favor of a "land bank" option where money from developments on quiet streets would be pooled to add sidewalks to nearby thoroughfares.

To my knowledge, there is no current legislation along these lines being considered by the City Council. In the meantime, new single-family houses and apartments spring up in Multnomah Village and throughout the city without sidewalks.

Sermin Yesilada replies: Being from the East side, I was not aware of the waiver for sidewalks in Southwest. Thank you for informing me of this. What a terrible disappointment.

I miss the walkability of the Southeast, which has sidewalks on most streets, even along narrow historic streets. It
(Continued on Page 3)





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Steering committee recommends eliminating tunnels to OHSU, Hillsdale

SOUTHWEST CORRIDOR PLAN

By Erik Vidstrand
The Southwest Portland Post

Light rail will not be tunneling under Marquam Hill and Hillsdale but a tunnel under a southwest street to Portland Community College's Sylvania Campus is still under consideration.

On July 13, the Southwest Corridor steering committee heard public testimony and project summaries before

approving staff recommendations eliminating two of the tunnels.

Consisting of project partner elected and appointed officials, the steering committee makes final recommendations to the Metro Council and other jurisdictions for the Southwest Corridor Plan.

Roger Averbek, chair of the Southwest Neighborhoods, Inc. (SWNI) transportation committee, testified that the neighborhood coalition has been highly involved and have sent numerous letters in support of the plan.

"But it must provide access to job

services and educational opportunities," Averbek testified. "It must improve safety for bicyclists and pedestrians."

He continued to discuss the need for enhanced livability with regards to growth.

"Land use hasn't been discussed," he continued. "Local neighborhood associations will continue submitting input but more research is needed to gain full support from SWNI."

A University of Washington transportation planner and advocate

who lives a couple blocks from the proposed Southwest 53rd Avenue cut-and-cover tunnel near PCC Sylvania, encouraged the committee to walk the talk by fully supporting this tunnel.

"The disruption will be worth the proposed project and access," he concluded.

Following testimonies, Chris Ford, the new Southwest Corridor Plan project manager, summarized reasons why the committee should forgo the
(Continued on Page 6)



The Southwest Corridor Plan Steering Committee hears testimony and discussions options for tunnels and high capacity transit at a meeting held at Metro headquarters on July 13. (Post photo by Erik Vidstrand)

Kaye Alene Synoground 1942-2015

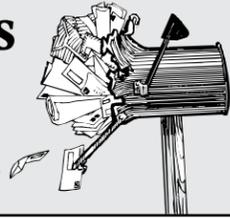


A memorial for local artist Kaye Synoground was held July 27 at Village Frame & Gallery in Multnomah Village. Synoground died July 16, 2015 after a battle with pancreatic cancer. She was 72.

Born Nov. 25, 1942, Synoground was a career artist who spent 30 years as a broad spectrum illustrator, and 16 years as the owner of A Closer Look Studio in historic Multnomah Village. A much loved instructor of watercolor and colored pencil, Synoground taught classes at the Multnomah Arts Center and Multnomah Athletic Club.

Kaye was a loving wife to her husband, Frank, and cherished time spent with her children. She is survived by her husband, Frank; son, Glen; stepdaughter, Karyn; stepson, Robert; stepdaughter, Sarah; and stepson, Barry. An artist until the end, Kaye showed a zest for art and life that was remarkable and admired by all that new her.

Letters to the Editor



(Continued from Page 2)

would be such a benefit to Southwest.

Currently I choose to walk as much as possible in this neighborhood, but it is a serious pain to do so without sidewalks, especially since I usually have a 2 year-old with me.

I agree this development is going to be a culture shock. Nowhere near that of 20-25 story buildings, which no one is proposing, nor is it in the Portland Plan to rezone the area to allow that.

The first development always looks bizarre, but this stretch is considered a transit corridor, "main street" in the Portland 2040 plan, and is zoned to allow densities up to 4 stories. It will happen unless the plan is changed.

With the population increase

projections ranging from 55 to 70 percent for West Portland by 2035, where are we going to fit all these people?

We can't keep building suburbs, so we have to retrofit the suburbs we do have to preserve our open park spaces, ecological sites, agricultural areas, and forest land.

Personally, I think Multnomah Boulevard might be the better option for a new higher density main street.

There is no historic character there to preserve. The proposed development site on Capitol Highway does not meet the historic nature of the area though. It is underutilized and has a parking lot facing the street.

I think growth can be done well, and by many existing examples, be done poorly. I'm planning on joining the neighborhood association and land use committee, so perhaps we will cross paths soon!

Again, thanks for the corrections on the sidewalk issue. Looks like that's another thing to add to my list to advocate for.

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COMMUNITY LIFE

By KC Cowan
The Southwest Portland Post

6 Happy trails! Join those who want to improve hiking for all, by attending the work party for the Buhler Cut-off Trail. They'll be pruning along the trail, rebuilding some treeds and more. Meet Thursday, Aug. 6 at 9 a.m. at Southwest Terwilliger Boulevard and the Buhler Cut-off Trail. Visit swtrails.org for more information.

7 Baskets galore! Head to the Multnomah Arts Center, 7688 SW Capitol Hwy for "Basketry defined and redefined." This is a group show of traditional and contemporary baskets by the Columbia Basin Basketry Guild. The show opens Friday, Aug. 7 with a reception with artists that night at 7 p.m. and runs through Sept. 1.

8 Campus tours: Campus tours and informational meetings on 11 Oregon private college campuses held twice daily, 9 a.m. and 2 p.m. Aug. 8 - 11, including Lewis & Clark College here in Southwest. Go to <http://oregonprivatecolleges.com> for information and to register. Perfect for students in the "deciding" stage.

Bridlemile walk: The Southwest Urban Trails walk this month will be Saturday, Aug. 8 at 9 a.m. and

will be led by Rick Kappler. Meet behind the bleachers at Wilson High School (Sunset Boulevard and Capitol Highway), then the group will carpool to the Bridlemile neighborhood. Don't forget your snack and water! For more information or to volunteer to lead a future walk in your neighborhood, contact Sharon Fekety, fekety@hevanet.com.

9 Climbing the walls this summer? Learn how to do it safely through the Portland Parks Bureau. They'll set up the wall and guide you through a safe and easy climb. Saturday, Aug. 9 from 6:30 - 8:30 p.m. at April Hill Park, Southwest 58th and Miles Street. You must fill out a waiver before climbing. Find it at <https://www.portlandoregon.gov/parks/article/489144>.

10 Get it together for the coming school year: This workshop will help keep you and your school kids sane and organized. Anne Blumer, co-author of *Get Organized Today*, will help you with strategies to get your school year off to a good start and stay organized through the year. Monday, Aug. 10 at 7 p.m. at Capitol Hill Library, 10723 SW Capitol Hwy. Free, but registration is required online, in the library or by calling 503-988-5234.

15 Multnomah Days! The annual street festival takes place in Multnomah Village on Saturday, Aug. 15 from 9 a.m. to 10 p.m. with a pancake breakfast, the parade at 10 a.m., and booths and music and

activities for the family all day. Don't miss the Arts & Crafts sale at the Multnomah Arts Center, open 9 a.m. to 4 p.m. Read our story on Page 1, list of events on Page 5. A complete list of Multnomah Days events can be found at www.multnomahvillage.org.

22 Ten warning signs of Alzheimer's disease: When is it just forgetfulness and when should you worry? This workshop will cover the 10 warning signs, risk factors, treatment, and more. Saturday, Aug. 22 from 2 - 3 p.m. at the Hillsdale Library, 1525 SW Sunset Blvd. Registration required online, or by calling 503-988-5234.

25 The final frontier: With recent photos of Pluto creating more interest in space, the Garden Home Library, 7475 SW Oleson Road, is holding the perfect lecture on the history of the USA space program. Learn the history of NASA and space exploration on Tuesday, Aug. 25 at 6:30 p.m. when Dave Suing gives his presentation. Includes a short DVD of space flights and moon walks and a trivia contest.

29 Back to the Future: This month's movie in the park is the 1985



Rock 'n' roll in the park: Join Johnny Limbo and the Lugnuts for rocking good time Tuesday, Aug. 11 at the Washington Park Rose Garden Amphitheater. Show starts at 6 p.m. Bring a picnic dinner, blanket and enjoy the classic oldies at this free concert.

classic "Back to the Future," showing at Spring Garden Park, 3332 SW Spring Garden on Saturday, August 29. Pre-movie entertainment by Danny Black begins at 5:30, with the movie playing at dusk. Don't forget your picnic, blankets, and jackets. Free.

Wilson High School dates to remember: Aug. 17: Fall sports tryouts, practices start for 2015-2016 school year. Aug. 19: Senior and junior registration. Aug. 20: Sophomore and freshmen registration. Aug. 26: Make-up registration. Aug. 27: First day of school for the 2015-2016 school year. For more information, call the school at 503-916-5280.



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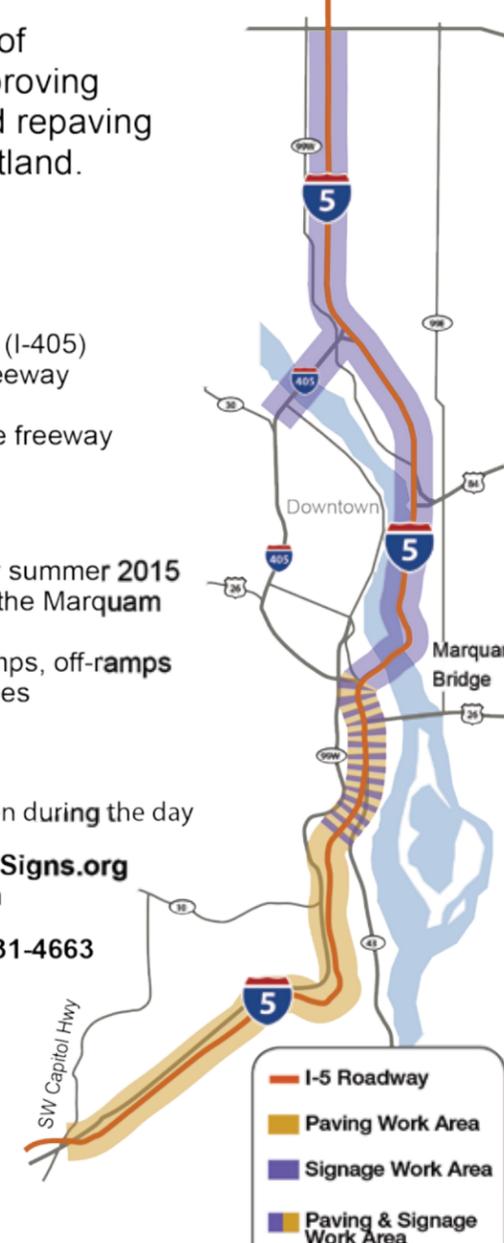
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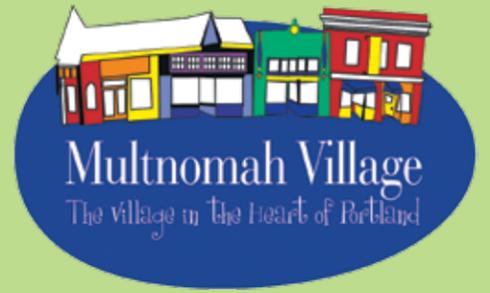
Legend:

- I-5 Roadway
- Paving Work Area
- Signage Work Area
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Multnomah Days Street Festival

August 15 & 16 • www.multnomahvillage.org/events



List of Events

Saturday, August 15

KIWANIS PANCAKE BREAKFAST Key Bank Parking Lot 8:00 am - 11:30am

PARADE starts at the bridge 10:00am Pooch Parade leads the way! All are welcome to participate with a donation to Neighborhood House (either \$\$ or non-perishable food items).

KID ZONE @ MULTNOMAH ARTS CENTER (MAC) 9:00am - 4:00pm Produced by Multnomah Arts Center in partnership with Metro Parent and PDX Kids. Calendar at the MAC Basketball Court.

120 VENDORS • FOOD COURT 9:00am - 4:00pm Along Capitol Hwy. from the bridge to the MAC and in MAC lower parking lot.

BEER & WINE GARDEN Noon - 10:00pm In MAC lower parking lot, featuring live music.

TWO LIVE MUSIC STAGES Main Stage (MAC lower parking lot), with live music from 12:00 to 10:00pm. Community Stage (near Switch Shoes) featuring local talent 12:00 to 4:00pm.

SUPPORT YOUR COMMUNITY

ANNASTASIA SALON CUT-A-THON 10:30am to 4:00pm Cut-a-Thon professional haircuts \$25. 100% of proceeds benefit Neighborhood House Emergency Food Box program.

LUCKY LAB DOGGIE WASH 10:30am to 2:00pm Let your pup cool down and get cleaned

up. Fundraiser benefits. Dove Lewis Emergency Animal Hospital. \$10 suggested donation.

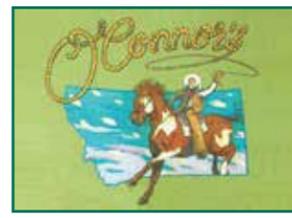
Sunday, August 16

MULTNOMAH VILLAGE VINE & DINE 1:00 to 6:00pm

Showcasing over 30 NW wineries and artisan food purveyors. Opens to VIP

ticket holders at 1:00pm; General public at 3:00pm. Buy your tickets at <http://vineanddine2015.eventbrite.com>. Proceeds benefit the Multnomah Village Bloc Initiative.


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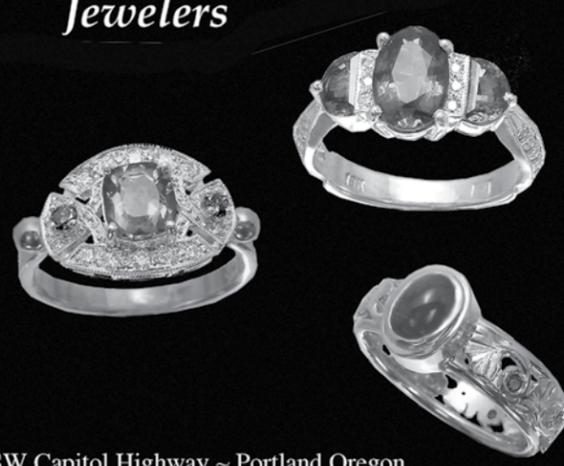
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SOUTHWEST CORRIDOR PLAN*(Continued from Page 3)*

tunnels under and connecting Oregon Health & Science University and Hillsdale.

"It would add cost to project and increase travel time," Ford reported. "There would be disruptive issues in Hillsdale and at the local schools."

The lack of community support and already good transit in Hillsdale provided final reasons not to build the tunnels.

Staff recommended continuing studying the cut-and-cover tunnel to PCC Sylvania until October. A clear need to improve transportation does have impacts but suggested ongoing targeted work with additional community feedback. Some other options were proposed to include a bus rapid transit on 49th Avenue to PCC Sylvania and then on to the Tigard transit center.

Ford reported that there would be very little capital change with approximately \$4 million to improve routes and increasing ridership by 15 percent to PCC Sylvania.

Metro staff will be meeting with the college board of trustees in the summer. The new appointed president said he wanted to encourage cooperation and is excited with the collaboration.

A strategic plan has been developed by the college.

"Our goal is to get people out of cars," said Linda Degman, the college's bond program director.

It wasn't clear to the committee what the community college's investment in the project was and how high capacity transit would facilitate growth of the

college. They wanted to know what would land use look like and how would the parking lot be adapted to the plan.

"The Sylvania master plan will have less parking and community development," Degman replied.

Community college students disputed the disparities of numbers of commuters who would use public transportation versus what the Metro study compiled.

"There is no need for high capacity transit," testified a PCC Sylvania student leader.

According to a student poll, 80 percent don't want to get out of their cars.

"They need substantial incentives," continued the student who name was unclear. "Sometimes it's easier to walk than even take the bus. It seems like a waste of money to spend lots of money on a subway that students won't use."

Another student said that planners need to entice students with carpools or bus rapid transit.

"Students have different schedules and needs," she said. "You need to expand on existing routes and shuttles or utilize the PCC [Sylvania] bus more. Perhaps we need to find out where the students are coming from."

"It affects not only the students, but neighbors and the environment at PCC [Sylvania] disrupting campus activities."

Numerous questions then came from the steering committee. They weren't sure what outdoor escalators and people movers would look like at either OHSU or PCC Sylvania as proposed in further details of the report.

"Two different contractors hired by Metro have been looking at that issue," said Noelle Dobson, public affairs manager.

"A lot of the details will be looked at during environmental impact study."

Dobson finished her presentation with a summary of the project to date.

"We held two community forums," Dobson concluded, "posted comments, provided an online map and survey

results, and meeting notes.

"We had over 1,300 responses."

The steering committee voted unanimously to support all the staff's recommendations. A final report documenting the steering committee's actions was scheduled to be produced after this meeting.

The next steering committee meeting will be held on Sept. 14, from 9 to 11 a.m. Location to be decided.



Unusually cool weather greets shoppers and vendors during the 2012 Multnomah Days street festival. (Post file photo by Don Snedecor)

Multnomah Days Fun!*(Continued from Page 1)*

volunteers for the garbage and recycling pick up duty.

Mark Seker has been organizing this aspect of Multnomah Days for the past three or four years.

Seker works with a counselor at Wilson High School to line up students who need volunteer service hours on their resume.

They pair up and spend a two to three hour shift taking wheelbarrows around to clean up the garbage and the recycling bins.

"And it's not hard work; it's nice," Seker says. "Plus, there are certain perks. We give them a goodie bag and a T-shirt and a lunch ticket."

Other volunteer opportunities are available too, he adds, and you can sign up as late as Aug. 8 at Mseker@tutordocor.com. Seker said everyone loves Multnomah Days, so it's easy to get help.

"The spirit of our volunteer committee

is very positive. It's a team here, so it's not that hard and the community responds when you ask them to pitch in."

But whether you volunteer, dance to the music, march in the parade, host a booth, or enjoy the annual pancake breakfast, on Aug. 15, Multnomah Village is the place to be.

"It's a feel good event for the whole community," Seker said. "Lots of people come out. They're engaging in a social activity that helps build community spirit. It's just an old-fashioned block party."

Editor's Note: This year there are two stages with great music and merriment throughout the day. And there is a Kids Festival and lots of great food. Wine aficionados won't want to forget about Vine & Dine in Multnomah Village on Sunday, Aug. 16. This annual event is a fundraiser for the Multnomah Village Bloc Initiative. You can find a list of the major Multnomah Days events on Page 5, and a complete list of events on the Multnomah Village website, www.multnomahvillage.org.

Four-story development*(Continued from Page 1)*

Multnomah Village, there is no infrastructure such as sidewalks, streetcars, high-capacity transit, and improved roads.

Neighborhood leaders visit business association

McCarthy, Rounds, Sucec, and several other neighborhood association members visited the June 25 meeting of the Multnomah Village Business Association. Business leaders said that they want storefront commercial development to move closer to the village.

The developer, Tim O'Brien of Urban Assets Advisors, recently said that the business association had supported his development but did have concerns about the height, materials used, and parking.

The business association markets the village as a brand which draws international tourists for its quaintness.

The business association hasn't taken a formal position yet though. At the June meeting, this reporter heard a range of thoughts, but one thing that was made clear: more retail is always good for business.

"The neighbors don't have any financial stake in development," a long time business member said. "To businesses, it's more customers."

Long-time business association president Michele Cassinelli asked if there was any requirement for the group to take a position.

"I think we should take a stand," she said. "The developer is open and willing to work with us."

"I think it's unfair to commit one way or the other," said current co-president Jason Lensch. "A collective voice is too much of a risk."

Instead, it was suggested that an online questionnaire be posted online to allow members to share their concerns and comments anonymously.

At press time, the business association was scheduled to revisit the topic at the July 30 meeting.

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New bridge scheduled to open in March; project to continue through November 2016

SELLWOOD BRIDGE

By Erik Vidstrand
The Southwest Portland Post

While most attention is on the grand opening of the Tilikum Crossing in September, work continues steadily on the Sellwood Bridge which is expected to open six months later—March 2016.

Work will continue on the project after the opening. According to project manager Mike Pullen of Multnomah County, the entire project won't be finished until November 2016.

Work has begun on building a new shared driveway just south of Freeman

Motors. The new driveway will cross the the Stephens Creek culvert, regional trail, and trolley corridor and go all the way to Macadam Bay.

When it opens in March, the old driveways will close. The reason for the new driveway is that Macadam Bay's current driveway is too close to the onramp to Highway 43 (Macadam Avenue) from the new bridge.

At press time, rock fall netting on the west side of Macadam Avenue north of the retaining walls was scheduled to be completed by Aug. 1.

Deconstruction of an old pier at the closed Staff Jennings boat dealership has begun. Platforms and pilings are slated for demolition. The area will include a bioswale to treat stormwater



Many types of retaining walls are taking shape north of the Sellwood Bridge. (Photo courtesy of Multnomah County)

NEIGHBORHOOD NEWS

By Don Snedecor
The Southwest Portland Post

Fire bureau responds to garage fire on Florida Street

Portland Fire & Rescue responded to 5835 SW Florida St. around 3:15 a.m. on July 3 with reports of a detached garage on fire.

When fire crews arrived, they found the entire front of the garage on fire. The garage was located near the house, so fire crews began fighting the garage fire and cooling the side of the house next to the garage.

This cooling helped prevent the fire from extending further and causing more damage to the interior of the home. The firefighters had the fire

under control in 25 minutes.

Fire crews remained at the home, cooling hot areas and working with fire investigators for another hour and a half. No injuries were reported. Damage is estimated at \$60,000.00. The cause of the fire is under investigation.

South Portland to hold health and safety fair for National Night Out

Health experts, children's activities, crime & safety education, and disaster planning are all on the docket for the South Portland Health and Safety Fair.

The fair is scheduled for Wednesday, Aug. 5 at 5:30 p.m. at Willamette Park (Southwest Macadam Avenue and Nebraska Street).

Musical entertainment will be provided by the Wicky Pickers. Pack a picnic dinner, bring a blanket or chairs, and spend time with family and friends.

from the west end of the bridge and the Macadam Avenue interchange.

A contractor is building the regional trail from the south end of Miles Place to the bridge this year.

Mike Pullen said he hopes that the trail will be open to users in early 2016. The trail is adjacent to trolley corridor and does not impact traffic.

False decks and safety platforms for the river span decks are being installed. The final concrete sealer is being installed at the river pier columns.

"There aren't any big traffic impacts coming to west side in near future," Pullen said. "It's a busy year for our construction, so drivers can expect delays on Highway 43 and the bridge all year."

A special note to motorists: the Providence Bridge Pedal will be taking place on Sunday, Aug. 9 and once again the Sellwood Bridge will be part of the event despite the construction. The Sellwood Bridge will be closed on that

date westbound from 6 to 9 a.m. For more information, call Mike Pullen at 503-209-4111 or visit www.sellwoodbridge.org.

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THE COUNTRY STORE

By Erik Vidstrand
The Southwest Portland Post

Tastebud and Interstate Pizza race to open as construction resumes

One can never have enough pizza, especially wood-fired Mediterranean style pizza. Two pizza restaurants are getting close to opening within a block of each other.

Work has started again on Tastebud which is located next to Bishops Barbershop in Multnomah Village (Capitol Highway at 35th Avenue). Owner Mark Doxtader has recently organized a fundraiser to help finish the restaurant.

"Multnomah Village is an area that we have kept an eye on for a long time," said Doxtader. "It's where we live, where our kids go to school, and where we've enjoyed so much support from friends and neighbors."

According to plans, the restaurant

will be rustic-cozy and center around a gigantic 72-inch Mugnaini wood oven—the only piece of cooking equipment in the kitchen.

Complete with pizza, bagels, and chicken dinners, the eatery will hold about 45 seats along with small, fully stocked bar.

Doxtader has been a Hillsdale Farmers Market fixture for many years. If last summer's Multnomah Days was any indication, there will be a line and people will have to wait.

"Between all the farmers markets, catering events, construction on the new space, and a Kickstarter campaign," Doxtader wrote, "we are busy as all get-out!"

"We've always found a way to satisfy our customers, and that won't change," Doxtader said, "unless gluten is outlawed. We don't really have a Plan B for that." Tastebud plans to open this fall.

Down the block in the French Quarter, Interstate Pizza is once again progressing along after some necessary building improvements.

Co-owner Matt Johnson said that the building where they are located has had to convert from being an old automotive center to a full sit-down restaurant.

"The city put a stop to all activity inside the building which affected several merchants," Johnson shared. "Until certain requirements are met, the city is keeping the area closed."

Interstate Pizza is walking through the numerous

permits, licenses, and construction issues that are required to open a business. They have applied for a liquor license. The large pizza oven, which weighs over 6,000 pounds, is due to arrive any day.

"We plan to have 40 seats and sell local crafted beers and wines," Johnson said. When asked by this reporter about the competition up the street, Johnson replied that competition is good and one can never get enough pizza. Johnson said he hopes to open by Labor Day weekend..

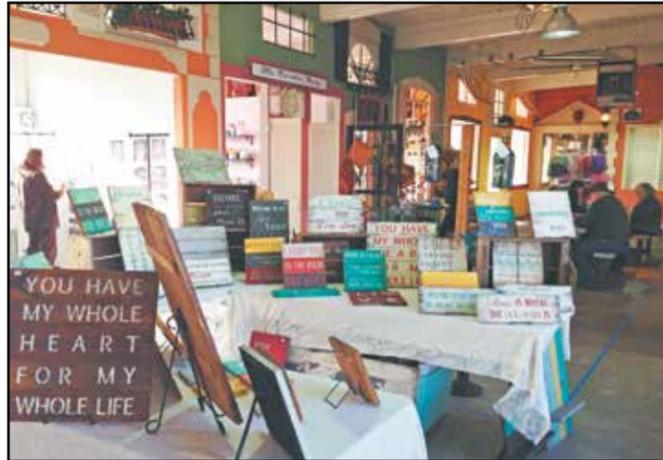
City closes French Quarter for structural, parking reasons

Businesses inside the French Quarter boutique mall (Southwest 35th Avenue and Multnomah Boulevard) are temporarily closed until further notice.

Yves Le Meitour, the property owner, has been working with the city to make required improvements to the former automotive center in order for businesses to re-open.

The city has asked for a variety of requirements including structural improvements and parking before businesses, including Le Meitour Gallery, can operate legally.

Le Meitour attended the July 14 meeting of the Multnomah Neighborhood Association to provide these updates. He then disclosed that he has organized a group of property owners to oppose future adverse



The city of Portland has closed the French Quarter boutique mall in Multnomah Village temporarily until structural issues and parking problems are resolved. (Post file photo by Don Snedecor)

development in the village. "I am entering into a covenant with several owners," Le Meitour announced. "We have agreed to keep any of our future plans in line with the quaint character of the village."

He also proposed improving Evans Street which is behind the French Quarter. Currently the unimproved street has potholes, dust, and a culvert full of garbage.

Le Meitour has spoken with the Multnomah Village Garden Club to landscape and add angled parking. He also proposes filling up potholes on 36th Avenue.

"I need parking," Le Meitour said. "The city does not want to fix the street. I will ask them to vacate their right-of-way."

But before any of that happens, Le Meitour wants the blessing of the neighborhood association.

"Please give it some thought and get back to me," Le Meitour told the attendees. "I will return in August to hear your thoughts."

Le Meitour said that Paul Davidson, of MVP Volvo, is planning on a classic car show at his lot next door during Multnomah Days.



Debbie Taylor and Robert Lilly wait to open up personal account at the new OnPoint Community Credit Union in Hillsdale. Taylor said she is pleased to have a branch closer to her business down the street. (Post photo by Erik Vidstrand)

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