An empty lot at the corner of Southwest 36th Avenue and Troy Street is slated for a four-story apartment building with retail and offices. (Photo by Erik Vidstrand)

Neighbors who live in Capitol Highway’s Basin 3 face stormwater flooding

Extreme flooding this past spring prompted local residents in Capitol Highway’s Basin 3 zone to form an ad hoc committee and confront the city. (Photo courtesy of Beverly Shields)

Multnomah Village on track to see new apartments, more development

An empty lot at the corner of Southwest 36th Avenue and Troy Street is slated for a four-story apartment building with retail and offices. (Photo by Erik Vidstrand)

Quilici Architecture & Design, Inc. has requested early assistance for a project at 6825 SW 45th Ave., a new 65-unit apartment building with underground parking. This is located right across the street from the Southwest Community Center at Gabriel Park.

The biggest potential project, located at 7628 SW 32nd Ave., is located between Lucky Labrador Public House and Village Hut. The applicant proposes demolishing the old filling station and garage, with the gas station attendant mural, and replacing it with a four-story mixed-use building. It would include ground floor retail, parking, and approximately 40-50 apartment units.

Local neighborhood leaders are already dubbing it “The Tower II” in connection with the larger apartment building a block away. That complex will have 72 apartments and three retail stores. Many, at least those living in its shadow, have simply called it “The Tower”.

“The project is designed for a CS (Commercial Streetfront) zone and community design standards,” states the city’s website.

“I talked to a reporter from the Daily Journal of Commerce,” Multnomah chair Martie Sucro said, “and he said that the project is a feasibility study by Urban Assets Advisors. What more needs to be said?”

Urban Assets is leasing out the 72-unit complex which many have said does not fit the quaint scale of the Village. One neighbor called it the “Death Star.” But others, including business owners, are in favor of development as they believe it will attract more customers.

Ed Lilly, the current gas station property owner, has held this property for over 25 years and is now ready to sell and move on. When asked if the historic gas station could be saved, Lilly said it’s up to the new owners. Converting it into a viable retail space such as a cafe or pub would face numerous hurdles and costs, according to city bureaus. After a property is sold, new plans for development must bring all the buildings up to code.

The Village Hut, next door, will be left untouched; owner J. Harris isn’t going anywhere.

The property has had its share of retailers in the past. Judy Tormey, owner of Multnomah Antiques, remembers when Keith’s Auto Service was located at the filling station site before moving to property now occupied by the French Quarter.

Tormey said she is anticipating the day when Neighborhood House begins construction on its four-story, low income senior housing building right next to her 40-year-old business. “I worry about my china and crystal breaking from construction vibrations,” she said.

(Continued on Page 3)
Highway project improvements near Capitol City has limited funds for street competitive bids. The project potentially could attract more no guarantees. Additionally, a larger opportunity to take advantage of bidding. There may be possible to combine the work same time as the Capitol project, it and ready for construction at the Charge, or other funds, was designed to around” improvements within a few dozen feet of Capitol Highway to tie the project into existing features, or limited street improvements paired with downstream storm water facilities that would serve runoff from Capitol Highway.

The scope of these improvements is currently under development as part of our 100 percent design for Capitol Highway, anticipated to be complete this fall. Beyond this, there are no specific funds available for neighboring streets off of Capitol, other than what is available for similar streets in the rest of the city, namely LIDs and LTIC.

Regarding community members being able to advocate for prioritization of projects, we do have a planning effort underway called Southwest in Motion, which will take stock of identified projects in Southeast Portland and work with the community to establish criteria and prioritize projects for near-term implementation.

Southwest residents are encouraged to sign up for updates on the project at https://www.portlandoregon.gov/transportation/72017.

John Brady Communications Director Portland Bureau of Transportation

Legislature appropriates $2 million for Capitol Highway project

We are thrilled to share that in the final days of the 2017 legislative session, the Oregon Legislature appropriated $2,050,587 to the Southwest Capitol Highway project! This funding, contained within House Bill 5006 Section 83, will supplement local funding in support of constructing safety improvements including sidewalks, crosswalks, bicycle facilities, and storm water systems between Multnomah Village and West Portland Crossroads. Construction is expected to begin in 2019.

Thanks to everyone who turned out to advocate for this project with our small delegation of legislators, each of whom can claim a portion of Capitol Highway within their districts. We owe a big thank you to Sen. Richard Devlin, Sen. Ginny Burdick, Rep. Ann Lining, Rep. Margaret Deherty, and Rep. Jennifer Williamson for securing this funding. Please thank them for their support.

We also couldn’t have done it without the support of a dozen partners, listed below. A big thank you goes out to these groups for their advocacy in support of this state funding request:

- Southwest Neighborhoods Inc.
- Multnomah Neighborhood Association
- Ashcreek Neighborhood Association
- City of Portland / Portland City Council
- Crestwood Neighborhood Association
- Multnomah Village Business Association

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The presentation documented historical complaints about surface flow onto private property in Basin 3. “A key point in a Capitol Highway corridor stormwater concepts document was that the city knew about the excessive flooding issues,” Clark said. “No other basins reported similar issues in the referenced document.”

According to Clark’s presentation, there used to be a large wetlands, north of Dolph Court, which helped reduce the flow of large volumes of water. According to Tim Kurtz, a stormwater technical assistance manager, the city does not currently have regulatory authority over wetlands.

“That authority rests with the Department of State Lands and the U.S. Army Corps of Engineers,” he said.

Even though the issue of stormwater was clearly a known issue in this basin, the city has spent a substantial amount of new development that removed the natural buffers, and caused immeasurable growth in the volumes of water that flows directly upon the downstream neighbors on private property.

The project team is looking at a number of facility alternatives within Basin 3, including maximizing the capacity of the proposed regional facility on Dolph Court, expanding the capacity of other existing storm systems, and diverting some of the flows from Basin 3 into one of the other drainage basins.

“As part of the Capitol Highway project, the Bureau of Environmental Services restated its central issue. ‘A key point in a Capitol Highway corridor stormwater concepts document was that the city knew about the excessive flooding issues,’ Clark wrote. ‘Ten properties were flooded, Clark said. ‘There was not a great response from Kurtz after we presented,’” The Post that although they appreciated the time and effort the bureau took to draft the letter, the Basin 3 group says it feels very much like they side-stepped the real issue.

Kurtz replied three months after their presentation.

“We recognize the importance and value of working with the community,” Kurtz wrote the Basin 3 group. “(This helps) identity ways to improve drainage conditions both along the Capitol Highway corridor and in the surrounding drainage basins.”

Kurtz included input from a variety of staff at the bureau including senior management and the director’s office. According to their watershed manual, new stormwater conveyance infrastructure must carry up to the 10-year storm without surcharge. It must provide means to pass a 25-year storm without damage to property, endangering human life or public health, or significant environmental impact.

Patti Waitman-Ingebretsen, who lives in Basin 4, just north of Basin 3, said that flooding is not just restricted to Basin 3. She spoke up at the neighborhood meeting.

“The city wishes to adhere to the stormwater manual and standards,” she said, “but every household has the same story: Basin 3 has a creek, but we have a river!”

“We will continue to be in touch as the design for Capitol Highway progresses,” Kurtz wrote. “We will include updates on the alternative analyses for the Basin 3 stormwater drainage system.”

City of Portland shouldn’t be spraying Glyphosate in Gabriel Park

When originally heard about plans for the pollinator meadow at Gabriel Park, I was excited.

As a neighbor, a frequent user of the park, and an active member of the nearby community garden, I loved the idea of creating a better environment for bees and hummingbirds and other pollinators.

So I was understandably upset when I learned that Portland Parks and Recreation had sprayed the herbicide Ranger Pro 2 Percent (Glyphosate) on the meadow.

I found it hard to believe they had taken this action, especially since the meadow drains into the riparian area of Vermont Creek and is directly across from the organic community orchard, the organic community garden, and the winter dog park.

What I find even harder to believe is that, despite opposition from many people in the community and a planned meeting with stakeholders (date to be announced), according to Kendra Petersen-Morgan, the park bureau is “committed to completing the spray work that is scheduled in the fall.”

The World Health Organization’s International Agency for Research on Cancer classified Glyphosate as “probably carcinogenic in humans” in 2015. Although other organizations like the European Chemical Agency have denied the risk, the Glyphosate controversy rages. I can’t understand why the city of Portland (which requires organic gardening methods in its community gardens) would want to use a substance that is widely considered to be harmful to aquatic life, animals, and humans in their pursuit of a more environmentally friendly meadow.

I hope this letter alerts concerned neighbors regarding the issue, and that they take action by contacting Kendra Petersen-Morgan (kendra.petersen-morgan@portlandoregon.gov) to ask that our city stop spraying Glyphosate on the Gabriel Park pollinator meadow.

Cindy Brown
Multnomah

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Should future light rail line run along Barbur Boulevard or Interstate 5?

The Southwest Portland Post

By Erik Vidstrand
The Southwest Portland Post

The Metro community advisory committee met on July 10 to understand and comment on the analysis of the proposed light rail routes from Portland to Tigard.

The committee met at Portland Community College's Sylvania campus. "We realize we don’t have all the information you that need to comment," said Eryn Kehe, Metro communication specialist.

"We don’t have property impact studies or costs yet," Kehe continued. "Second drafts of the plan will be coming out after the draft environmental impact study is completed in January."

Matt Bihn gave a presentation on the proposed route alignments. "Light rail could transition to run adjacent to I-5 at four locations which is being studied in the environmental review."

The light rail line could run down the center of Barbur Boulevard. "The adjacent route would lie approximately 200 to 275 feet from Barbur Boulevard," said Bihn.

A third option is an adjacent Interstate 5 route, and the fourth option would transition to Interstate 5 at Custer Street.

According to the project staff, sidewalks and bike lanes are missing on various sections of Barbur Boulevard. The spacing of protected pedestrian crossings is also insufficient.

"Vehicle, pedestrian, and bike widths are not state or city transportation standards," Bihn said. "If the light rail is approved to be constructed adjacent to I-5, auto and bike lanes, as well as sidewalks, will remain unchanged," said Bihn. "Some pedestrian crossings will be added for stations and there will be fewer traffic and property impacts."

"On the other hand," Bihn said, "a center-alignment would rebuild bike lanes, add sidewalks, trees, and lighting, and Barbur would continue to have two lanes in either direction.

"But an improved Barbur will require more land and property acquisitions and traffic impacts." Bihn explained that Federal Transportation Agency funding eligibility is uncertain for redevelopment along Barbur Boulevard since federal funds are normally designated for light rail construction only.

Discussion from the committee members turned to the development of the Barbur Concept Plan which calls for the state highway to transition to a civic corridor.

The biggest question was should the highway be kept for cars mainly, or should it be redeveloped for pedestrians and bicycles to coexist with motor vehicles?

According to Bihn, a civic corridor is a comprehensive linear plan for large commercial areas. The West Portland Corridors (where Barbur Boulevard crosses Capitol Highway) has been designated as such. Safety was the biggest concern of the evening.

"If the adjacent route is chosen," Averbeck asked, "could there be local funds to be used and matched with federal funds?"

"No," said Bihn. "If the feds don’t recognize it as critical improvements, then there isn’t any funding."

Bihn said that there could be an opportunity to build up a buffered separation, or berms, from car lanes and the bike lane.

Arnie Panitch, who represents TriMet Committee on Accessible Transit, asked if the adjacent route erases the Barbur Concept Plan.

"The concept plan clearly assumes that light rail will be on Barbur," said Jim Gardner of South Portland.

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Someone asked, "What does the adjacent plan look like?" Bihn replied that at most it could look like what is now along Interstate 44 in the Hollywood district.

Would there be any potential for development if a different route is chosen?

(Continued on Page 6)
COMMUNITY LIFE

By KC Cowan
The Southwest Portland Post

4 Math Equals Art: “Dilate,” an exhibit of cut paper installations by Marisa Green opens at the Multnomah Arts Center Gallery on Friday, Aug. 4. Green’s work explores mathematics, connections, and meditation through the use of geometric shapes and patterns. Meet her and see the show at the opening reception in the gallery Friday, Aug. 4 between 7-9 p.m. The exhibit runs through Aug. 29.

5 Take a ride on the Red Electric: The Multnomah Historical Association will give a presentation of the history of early railroads in outer Southwest Portland, including the Oregon & California Railroad, the SP’s “Red Electric” interurban line, the Oregon Electric Railway, and the City and West Portland Park Railway. In addition, you’ll learn the railroads’ role in the development of outer Southwest Portland. This event will be held on Saturday, Aug. 5, 2–3 p.m. at the Portland Electric. This event will be held at Capitol Hill Library, 503-245-9932 or visit www.oregonjcc.org/concert.

6 Math Equals Art: “Dilate,” an exhibit of cut paper installations by Marisa Green, will be on view at the Multnomah Arts Center Gallery beginning Aug. 4. (Photo courtesy MAC)

7 Ready for the Big Eclipse? On Aug. 21, a rare total solar eclipse will cross the country from Oregon to South Carolina. Monday, eclipse will cross the country from Blvd., 503-988-5123.

8 Explore Mountain Park: Join fellow walkers for SW Trails monthly hike through neighborhoods. This month, the six mile look will explore a bit of Mountain Park, unincorporated Clackamas County, Tryon Creek State Park and the Arnold Creek neighborhood. Meet behind the bleachers, near the food carts, at Wilson High School, Southwest Sunset Boulevard and Capitol Highway, and be ready to carpool by 9 a.m. For more information visit swtrails.org. To volunteer to lead a future walk in your neighborhood, contact Sharon Fekety, fekety@hevanet.com.

9 Summer Reading Party: Summer reading ends Aug. 31, but you’re invited to turn in your reading logs and enjoy games, face painting and more. This event will be held on Saturday, Aug. 19, from 10 a.m. to 2 p.m., at the north lot and field of the Garden Home Recreation Center, 7475 SW Oleson Road. For more information call 503-245-9932 or visit www.gardenhomelibrary.org.

10 Movies In The Park: The Rogue Bluegrass Band will warm up the crowd prior to the showing of “Kubo and the Two Strings” on Sunday, Aug. 27 at 6:30 p.m. Join your friends and neighbors at April Hill Park, Southwest 58th Avenue and Miles Street. The movie starts at dusk. Free.

11 Summer Concerts at the J: The Mittleman Jewish Community Center is starting a new program of summer concerts. The first show features the Maccabeats. Based out of Yeshiva University in New York, this American-Jewish a cappella group specializes in covers and parodies of contemporary hits. This event is on Sunday, Aug. 27 at 6:30 p.m. on the lawn of the MJCC, 6651 SW Capitol Highway. $5 per person. Tickets are available at www.oregonjcc.org/concert.

12 Summer Concerts at the J: You read about the monthly shows at the Multnomah Arts Center Gallery. If you are an artist and would like to submit to have a show there next year, the deadline is Sept. 1. Experienced and emerging artists living in the Portland metropolitan area are invited to submit group and solo proposals for shows. For more information contact Jaye Campbell, jaye.campbell@portlandoregon.gov.

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VISIT: OSHUHEALTH.COM/FAMILYMEDICINE
Multnomah Village Business Association leaders recently announced collaboration between the Airbnb corporate office, southwest Portland Airbnb hosts, and participating MVBA member businesses. Also participating is Choose Local Media who produce the hard copy Multnomah Village maps and a mobile app map.

“This promotional partnership,” said MVBA chair Jason Lensch, “is designed to specifically direct Airbnb guests to Multnomah Village to shop at participating businesses throughout the year.

“Participating businesses will offer a promotion of their own choosing for Airbnb guests.”

Lensch said that the promotion can be changed whenever and as often as the business would like, similar to the Golden Ticket promotion that the business would like, similar to the Airbnb corporate office.

“Each participating business will be given an Airbnb logo sticker to put in the window of their shop,” Lensch said. “This will be helpful for guests to quickly identify businesses who are participating.”

Airbnb guests can identify themselves to the businesses in any number of ways: show an Airbnb itinerary, show a business card from their host, or bring the flyer listing all participating shops.

“This will be a great way to further develop this unique relationship between local hosts and village shop owners and staff,” said Randy Bonella, MBVA representative to Venture Portland. “We’re hitting a demographic that doesn’t know anything about us.”

According to Bonella, there are close to 20 village businesses signed on to participate in the program.

Airbnb will be hosting occasional social mixers in Multnomah Village, supplying food and beverages. The first one was held on July 25 at Riversgate Church.

Choose Local Media will be actively involved in supplying the local hosts with the Multnomah Village maps.

For further information about the promotion, please contact Jason Lensch 503-329-5966 or benji10@comcast.net.

Multnomah Village Apartments

(Continued from Page 1)

Local resident and architect Matt Engstrand said he is aware of a few properties within a mile or so of the Village that are not currently zoned for multi-family homes but have been proposed for re-zoning under the City’s Comprehensive Plan.

“These properties are far better suited to handle the impacts of large scale multi-family and mixed-use development than the Village is,” Engstrand said.

Engstrand explained that an early assistance program basically means the architect and developers have a design concept about which they are seeking advice from the city regarding its feasibility. It is common for architects to seek early feedback to learn how the various departments and bureaus will view the project’s impacts.

“Very often the information from this meeting drives significant changes in design or project development,” Engstrand said.

Early assistance is recommended in situations where applicants have lots of questions, or have a complicated site or issue.

Applications must be submitted with a written project description, several site plans drawn to measurable scales, and nominal fees.
Dear EarthTalk: Is the federal government’s decision to take Yellowstone’s grizzlies off of the endangered species list good news or bad news for the iconic bear? — Jeffrey Elder, Los Angeles, CA

It depends on who you ask. The majority of environmental and wildlife advocates would prefer to keep endangered species protections in place for Yellowstone’s grizzlies, which they consider to be at risk. Meanwhile, many ranchers, hunters and libertarians applaud the Trump administration’s decision to take the fearsome predator off the list. But why now? According to the National Park Service, some 690 grizzly bears now roam the greater Yellowstone ecosystem—up from only 136 or so bears in 1975.

According to the park service, the number of females producing cubs in the park has remained relatively stable since 1996, suggesting that the park may be at or near ecological carrying capacity for grizzly bears.

Secretary of the Interior Ryan Zinke said he considered the decision ignores the best available science,” said Santarsiere. “Grizzly conservation has made significant strides, but the work to restore these beautiful bears has a long way to go.

Overall, grizzlies now occupy less than four percent of their historic range. European settlement led to the decimation of some 50,000 grizzlies that once roamed the western half of the lower 48 states. “It’s incredibly disturbing to see the Trump administration end protections for these beloved Yellowstone bears even as their numbers are falling,” said Santarsiere. “This deeply misguided decision just isn’t supported by the science, so the Trump administration may be leaving itself vulnerable to a strong legal challenge.”

While the Trump administration has not commented to date about delisting the other major population of grizzlies in the lower 48 in and around Montana’s Glacier National Park, environmentalists worry that it’s only a matter of time given the relative population stability there too. Contacts: National Park Service Grizzly Bear Ecology, www.nps.gov/yell/learn/nature/gbearinfo.htm; Center for Biological Diversity, www.biologicaldiversity.org.

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Yellowstone’s grizzly bear population has bounced back from dangerously low numbers since the mid-1970s, but environmentalists think the iconic predator of the American West still needs federal protections to be “out of the woods.”

(PhotobyChristineStephens,FlickrCC)
Multnomah Days street fair to include parade, vendors, music, art sale

By KC Cowan
The Southwest Portland Post

You might not have to worry about it being too crowded to see this year’s Multnomah Day’s Parade. Organizers say they think the total solar eclipse in Oregon may draw people away.

“We might have a little bit less participants and viewers on the whole day,” said Tye Steinbach of Thinker Toys, who is helping coordinate this year’s festival. Organizers were trying to figure out why there seemed to be less enthusiasm for signing up this year, when they realized the solar eclipse will take place on Aug. 21, the Monday following the parade and street fair on Saturday, Aug. 19.

“We think a lot of people may be going out of town for the whole weekend,” said Steinbach. He still anticipates between 70 and 80 participants in this year’s parade, but it’s hard to know for certain, because no one is required to sign up in advance. They just show up and get in line.

The parade, which starts at 10 a.m., winds through the village, with participants waving and tossing candy to the crowds of locals. Afterwards, there are vendors who sell food and craft items, or offer community services. Reservations for vendor booths are down a bit, too.

“Probably 85 to 90 percent of the spaces will be taken, but we could use more artist vendors. And could use more food vendors,” said Steinbach, who added he is confident Multnomah Days will still be fun. “We’ve still got the kids Zone and Kiwanis Pancake Breakfast (8-11 a.m. at Key Bank). And Portland Opera will perform its free “Opera a la Carte” program from noon to 4 p.m. on a stage at Southwest 36th and Capitol Highway.”

The Multnomah Arts Center holds its annual art sale on the front lawn of the Center from 9 a.m. to 4 p.m. Ceramic art, jewelry, textiles, paintings and more will be on display. All the art is created by the teachers, students, staff, and board members of the MAC.

“We try to close it at about 50 artists,” said Joan Wray, outgoing MAC board president. “So there’s plenty of room and we can put out as much as possible. It’s all on the front lawn—nothing inside in the summer. And we pray for no rain.”

The art show benefits the Arts Center, with 35 percent of each sale going to support programs. Then, there are vendors who sell food and craft items, or offer community services. Reservations for vendor booths are down a bit, too.

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The art show benefits the Arts Center, with 35 percent of each sale going to support programs. That split is a little better than most galleries, so artists do well, too.