

► Don't forget to vote! Tuesday, Nov. 8 is Election Day



► Want to ring the historic Garden Home bell? Find out more in "Community Life" – Page 5



► Carol McCarthy hands the gavel to newly-elected Multnomah chair Martie Sucec – Page 7



► Habitat for Humanity to purchase church property for new development – Page 4



The Southwest Portland Post

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Portland, Oregon

Complimentary

November 2016

City fines property owner \$21,600 but allows giant cedar trees to be cut down

By KC Cowan
The Southwest Portland Post

As Portland's building boom continues, neighborhoods continue to see big changes, and not everyone is happy about it.

A notice from the city arborist went up on at 4014 SW Marigold St. in October announcing the pending removal of a clump giant cedar trees.

The notice is required to be posted, since the combined trunk of the trees is greater than 36 inches.

The five cedars soar high into the sky. According to the City notice, it is a cluster of five cedar trees with a 72-inch base. The notification posting went up Oct. 10 and will stay up until Nov. 24.

Kicki Masthem lives across the street from the property and loves the cedars. She can see them daily from her side and back yard. Her neighbors also love the big old trees, she said.

"They're just going to scrape the entire lot to take down the one home and put up two new homes," Masthem said. "It doesn't even seem to matter how old and beautiful the tree is."

Masthem said she also worries that the new construction won't fit into the neighborhood. That section of Marigold Street mostly consists of one-story cottages. Masthem worries that the new houses will be modern monstrosities and look out of place.

Not that the current structure is a delight to look at. Masthem says it has been a rental for many years with tenants she described as "sketchy" at best. It now stands empty.

The contact listed on the tree removal notice is Nathan Arnold, who can be reached at Fasterpermits.com. But the owner is Michael T. Fisk, who lives on Southwest 28th Avenue. The house, 1,206 square feet with one full bathroom, has a market value of

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Kicki Masthem stands in her garden across the street from the cedar trees due to be cut down. (Post photo by KC Cowan)

City focuses on development of sidewalks, bike paths and stormwater system



Members of three Southwest committees sit down together to meet with staff of the city bureaus of Environmental Services and Transportation. (Post photo by Erik Vidstrand)

STREET AND STORMWATER SUMMIT

By Erik Vidstrand
The Southwest Portland Post

The coalition of Southwest neighborhoods held a Street and Stormwater Summit on Sept. 29. Watershed, transportation, and land use committees sat side by side with city staff in a roundtable format.

The purpose, as explained by facilitator Marianne Fitzgerald, was to create open and on-going dialogue between neighborhood representatives and city staff.

"This focuses around the needs and opportunities of the transportation and stormwater systems in southwest Portland," Fitzgerald said in opening remarks.

Dawn Uchiyama, the new assistant director for the Bureau of Environmental

Services, spoke on the collaboration and coordination.

"We're building off the success of the recent Tryon-Stephens Creek Headwaters Neighborhood Street Plan," she explained. "The summit is a first step toward developing a stormwater system plan."

"This will include funding of the much-needed stormwater conveyance infrastructure," Uchiyama said, "as well as sidewalks and bike paths on key streets."

Both environmental and transportation bureaus have signed a charter to begin working more closely together.

"The summit will provide an opportunity for members of the three [Southwest Neighborhoods, Inc.] committees and others," Fitzgerald added. "We will directly speak with key city staff about what works and how future projects could be improved."

Past projects were discussed at length and the city admitted to mistakes and is

applying lessons learned. Projects along Multnomah Boulevard, Stephenson and Hamilton streets featured miscommunication about swale issues and street shoulder problems.

Photos of the crumbling asphalt on narrow street shoulders were passed around and studied. Fixes were suggested from experts in the room.

Denver Igarta, from the Transportation Bureau, said extensions were added to repair shoulders near Bridlemile Elementary School but experts in the audience said that asphalt is not sustainable.

"We need standards and criteria for creating shoulders," said John Gibbon. "We also want to initiative a pre-and-post-project audit."

But another member said if an audit is done results needs to be communicated out.

Other complaints were brought up like Multnomah Boulevard bike tracks, the bioswales, and parking.

"We're not going to have all the answers tonight," said Dan Layden of the Transportation Bureau. "We've identified 41 items [for consideration], prioritized eight, and completed five

including Stephens-Tryon Headwaters," Layden stated.

"Up until 2011, priority was pretty focused on the big sewer project so sewage didn't seep into the Willamette," he said. "We have heard you loud and clear."

Large organization charts were posted on the chalkboard. Environmental Services has 560 employees, Transportation has 750 employees.

"A year of communicating with the community about the headwaters project has produced better outcomes," Igarta commented.

The charts indicate a bigger layer of bureaucracy with finance and communication committees reporting to a project coordination team directly under a leadership team.

"Coordination of a charter and improving assets and coordination with high quality investments are our main concern," Uchiyama added.

Why are two commissioners involved in this?

"We have very large bureaus for one person to oversee," Uchiyama answered. "Commissioners Fish and

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The Southwest Portland Post
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Middle housing could provide new generation with alternative to 'McMansions'

OPEN FORUM

By Chris Dearth

The Multnomah Neighborhood Association has dedicated considerable energy to fighting City Hall for decades.

I'm sure they mean well, but if opponents are successful in defeating the proposed "middle housing" amendment to the Comprehensive Plan, currently before City Council, we could actually see a continuation and acceleration of the current negative housing trends we all oppose.

See "Open Forum: 'Middle housing'

amendment would make new zoning code meaningless," by Martie Sucec, The Post, October 2016.

Opponents to housing reform, including the neighborhood association, protest against "rezoning".

In fact, the middle housing plan is not re-zoning at all but a proposed zoning *overlay* (similar to a design overlay) and is a pragmatic effort to address many of the ills they have fought for years: disproportionately large, expensive, "McMansions" we see replacing some of the deteriorating housing stock in our neighborhoods.

I'm not sure reform opponents are as upset at the proposed housing measures as much as they are disturbed by the pace of change in the housing market we see throughout Portland.

No question the Portland housing world is changing fast, and planning policies must adapt to meet those challenges.

In my observation, the great majority of the neighborhood association is composed of boomers (like Martie and me) who purchased our homes in the 1980s and 90s when Multnomah was a sleepy little "village."

Not represented by the neighborhood association are younger families, renters, singles, and a more diverse population who find themselves priced out of this homogenous community.



This stacked duplex is an example of the missing middle housing in Portland. An amendment to the Portland Comprehensive Plan would allow duplexes, triplexes and accessory dwelling units in single-dwelling zones. From "Missing Middle Housing" by Daniel Parolek. Photo courtesy of Opticos Design, Inc.

Sadly, long gone are the days when a middle-income family could buy a modest starter home here for \$100,000 with five percent down.

Nowadays most of us long-time homeowners—let alone a younger, more diverse generation—couldn't afford to buy our own homes.

We must find ways to open our community to a wider range of economic and racial groups.

The proposal put forward by our neighbor, Portland City Commissioner Steve Novick, would do just that.

It is a progressive measure designed to restore the "missing middle" of modest housing between expensive houses on large lots at one extreme (the status quo) and apartment complexes at the other extreme.

It proposes to encourage a mix of affordable homes once available throughout Portland.

Instead of \$800,000 monstrosities, middle housing would simply allow—not force—a mix of housing types ranging from more affordable duplexes, triplexes, accessory dwelling units, cottage clusters, etc.

It would also scale down new

single-family homes to be more compatible with the homes in existing neighborhoods. Ironically, this is exactly what the opponents say they are seeking.

We all can all agree that the housing status quo is not acceptable.

The question is what is a constructive, achievable solution? Simply opposing every new proposal out of City Hall is not the solution.

I would hope that the neighborhood association and others can work constructively with Commissioner Novick and others to find ways to encourage affordable housing in Multnomah.

Otherwise we'll continue to see restricted, unaffordable housing options exclude more and more of the new generation we desperately need to diversify our community.

Chris Dearth is a 25-year resident of Multnomah Village. The Post welcomes reader response. Please stick to one subject and limit letters to 300 words and guest columns to 500 words. We reserve the right to edit submissions for brevity, clarity, punctuation, spelling and libel concerns. Email editor@multnomahpost.com for more information.

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Speed safety cameras start issuing tickets on Beaverton-Hillsdale Highway

FROM THE EDITOR'S DESK

By Don Snedecor
The Southwest Portland Post

The first speed safety cameras in Oregon started issuing speeding tickets on Sept. 24 after 30 days of issuing warnings that have already reduced top-end speeding by 93 percent. The goal of the cameras is to reduce speeding and save lives.

The Southwest Beaverton-Hillsdale Highway corridor is part of Portland's high crash network of roads.

The Portland Bureau of Transportation's recent Vision Zero crash data analysis found that Beaverton-Hillsdale Highway is one of the top roads where people driving are killed or seriously injured.

People walking along or crossing on foot are twice as likely to be struck by a car as on the average city street.

Cameras started issuing warnings on Aug. 25, the start of a 30-day period that ends on Saturday. The warnings have already reduced top-end speeding along the corridor, where about 25,000 vehicles travel each day and the speed limit is 40 mph.

Before the cameras were installed, an average 1,417 vehicles a day traveled 51 mph or faster, according to readings by a pneumatic tube laid across the roadway.

During the warning period from Aug. 24 to Sept. 18, an average 93 vehicles a day were found traveling 51 mph or faster – a 93.4 percent reduction from the tube count.

In the first week of the warning period, cameras recorded an average 115 violations a day. Violations dropped to an average 72 a day by the week of Sept. 12 to 18.

"It's amazing to see how quickly these safety cameras have reduced dangerous speeding on Beaverton-Hillsdale Highway," said City Commissioner

Steve Novick, who oversees the transportation bureau. "I'm so glad these cameras have already improved safety on a busy street where pedestrians face a terribly high crash rate."

"Speed safety cameras have a proven track record in other cities, and are already showing their effectiveness in Portland," said transportation director Leah Treat.

"For us to reach our Vision Zero goal of ending traffic fatalities and serious injuries, we need tools like these cameras. Thanks to the city council and state legislature, we can use this proven tool and save lives."

The installation on Beaverton-Hillsdale Highway is the first safety camera installation since the City of Portland and community safety advocates convinced the state Legislature in 2015 to pass HB 2621, which allows them to be used on High Crash Corridors in the Portland city limits.

Safety cameras are a proven safety tool that can reduce dangerous speeding and save lives. The cameras are mounted along high crash corridors and when people driving past them exceed the posted speed limit, they capture photos and video for review by Portland Police.

The camera issued warnings for the first 30 days of operation. An officer from the Portland Police Bureau will review violations before a citation is issued. The typical fine is \$160.

HB 2621 requires that money received from the speeding tickets can only be spent to cover the cost of the program or pay for safety improvements and programs on High Crash Corridors.

The Speed Safety Cameras program provides ample warning to people driving in the area. State law requires speed signage and speed reader boards to be installed on Beaverton-Hillsdale Highway warning drivers more than 100 yards in advance of the cameras in both directions.

Transportation bureau staff also conducted extensive outreach with local neighborhood associations as well as more than 75 businesses and community organizations to raise awareness of the changes along the corridor, before the cameras were installed.



Speed safety cameras posted on Beaverton-Hillsdale Highway. (Photo by Hannah Schafer, Portland Bureau of Transportation)

EARTH TALK

(Continued from Page 8)

symbolic action to reduce neonics, but without a federal ban on the books such piecemeal efforts can't do much to help.

In Spring 2016, U.S. Sen. Jeff Merkley (D-OR) introduced a bill in the U.S. Senate calling for new policy initiatives and interagency coordination to restore and enhance pollinator habitat across the U.S. Key provisions of Merkley's Pollinator Recovery Act include setting aside three million acres of public land as expanded acreage for "forage and habitat" for pollinators.

Additional provisions include grant funding for research and development to develop crops to resist pests without neonics; financial incentives and technical assistance for farmers that adopt pollinator-friendly practices; and expanded

health monitoring and population tracking for bees and other key pollinators.

Concerned Americans should urge their Senators to co-sponsor or support the Pollinator Recovery Act. After all, protecting bees isn't just important to environmentalists but to anyone who enjoys avocados, almonds or any of the countless fruits, vegetables or nuts pollinated by our little black and yellow friends.

Contacts: Greenpeace "Save the Bees" Campaign, www.greenpeace.org/usa/sustainable-agriculture/save-the-bees; Merkley Unveils New Proposal to Help Restore Pollinator Populations Across the U.S., <https://www.merkley.senate.gov>.

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LETTERS TO THE EDITOR

Congressman responds to Post inquiry about marijuana advertising

Thank you for contacting me about advertising for legal marijuana in the U.S. mail. I appreciate hearing from you and apologize for my delayed response.

Currently, it is illegal to knowingly place a written advertisement in a newspaper, magazine, handout, or other publication for the purpose of receiving, buying, or distributing a Schedule 1 controlled substance like marijuana.

In February, I introduced H.R. 4467, the Marijuana Advertising in Legal States Act, which would declare that the prohibition does not apply with respect to an advertisement for a marijuana-related activity which complies with state law.

I share in your advocacy and will continue to press this issue, while keeping your thoughts in mind.

It is time to update our federal marijuana laws and regulations. Maintaining the status quo creates an inconsistent legal environment that wastes law enforcement resources and misses out on potential tax revenues.

This is a bipartisan issue and I look forward to the progress we can achieve this Congress.

Thank you again for contacting me. Please continue to be in touch.

Earl Blumenauer
Member of Congress

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Habitat for Humanity to purchase church property for new development

By Jack Rubinger
The Southwest Portland Post

Habitat for Humanity is planning to purchase the United Methodist Church property at 2401 SW Taylors Ferry Road to build homes for families on 12 individual lots.

The organization is still in final negotiations with the Oregon Idaho Conference of the United Methodist Church to purchase the site, so project details are limited.

The church decided to close its doors this year. According to church leaders, the church population was small and the building was in need of significant improvements to stay open.

It was only after their decision to close the church that they reached out to Habitat as a possible purchaser of the property so that it could be used for a purpose that advanced the ministry of the church.

"We're always on the lookout for land that is affordable that can be developed into affordable homes for hardworking families in need of an affordable place to live," said Melinda Musser, director of communications for Habitat for Humanity.

"We specifically look for sites where services are accessible, like public transportation, access to healthy food and good schools.

"With the increases in land values in recent years, this has become extremely



Habitat for Humanity plans to purchase property from the United Methodist Church in Southwest for a new housing development. (Photo courtesy of Habitat for Humanity)



The United Methodist Church building at Southwest 24th and Taylors Ferry Road is not being used due to deterioration. (Post photo by Don Snedecor)



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challenging and we have come to rely on the generosity of others to sell us properties at a discount so that we can pass the savings along to families that cannot afford the current home values."

According to Musser, there is a huge need for affordable homeownership opportunities throughout Portland.

Many low and moderate income households are no longer able to buy their first home, because of the huge disparity between average income and average home prices.

Also, people are getting pushed further and further out of the city due to housing prices, which is causing longer commutes and increased traffic.

"We all know that housing is key to solving many of the problems our working poor families face," said Judith McGee of McGee Wealth Management. "Costs of living have outpaced people's resources.

"At my company, our employees have donated time working on Habitat for Humanity projects," said McGee.

"They are among the most rewarding team projects we've done. Portland needs to find housing solutions that work and look at alternatives that may be non-traditional. We can do better."

Once the appropriate permits to build have been secured and approved, it typically takes about one year for Habitat for Humanity to build and sell homes.

But it takes about 1-2 years to get site plans developed and through city permitting processes. So far, the organization hasn't run into any roadblocks.

Habitat for Humanity Portland/Metro East will be the developer/general contractor on this project.

Habitat has professional construction project managers and superintendents that lead the construction with a balance

of subcontracting work, like electrical and plumbing, and leading volunteers and future homeowners in doing things like framing and finish work.

Habitat goes through a careful selection process for all of the homes they build, and selects the families prior to starting to build the homes.

Each family puts in 500 hours of sweat equity helping to build their home and the homes around it alongside volunteers, and then buys the home from Habitat with an affordable mortgage.

Habitat qualifies the family for a mortgage just like a bank would qualify someone for a home loan, to ensure that they have a steady income and are likely to be successful homeowners.

"Habitat homes are built to last," said Musser. "We know that the families that buy our homes tend to stay put. Most of the first homes we built in Northeast Portland 25 to 30 years ago are still owned and lived in by the same families."

According to Musser, all Habitat homes have some private yard space, but it varies significantly from project to project. "In some cases we concentrate the houses together to create a shared common green space for a play area or garden. The site in Southwest Portland has a lower density zoning than some of our others which will result in larger yards."

Habitat for Humanity has been building homes in the Portland area for 35 years. While this initially started with building single family homes on individual lots, for the past 15 years most of Habitat's work has been in building communities of 10-45 homes.

This has included building communities of detached single family homes, like the 21 homes currently under construction in the Cully neighborhood.



A view of the United Methodist Church property facing south. Habitat for Humanity is planning to build a cluster of affordable homes here. (Post photo by Don Snedecor)

COMMUNITY LIFE

By KC Cowan and Don Snedecor
The Southwest Portland Post

Come and Play Chess

Play a game independently or get tips from an experienced tutor. Players of all levels and ages welcome. Chess sets are provided. Wednesdays, 3:30–5:30 p.m. at the Hillsdale Library, 1525 SW Sunset Blvd., 503-988-5388.

4 Teachers Show

The Multnomah Arts Center Gallery will display the work of Multnomah Arts Center adult and youth visual arts instructors, as well as Little Artists Preschool instructors beginning Nov. 4. The work will include paintings, prints, drawings, metal arts, ceramics, textiles, woodturning, sculpture, photography and more. Meet the artists at the reception Friday, Nov. 4, from 5–8 p.m. at the Multnomah Arts Center, 7688 SW Capitol Highway. Free.

Classic Comedy

Lakewood Theatre Company presents “One Man, Two Guvnors.” Easily confused Francis is working for two bosses who are connected in improbable ways, while Francis must keep them from discovering each other. Riotously funny! Runs from Friday, Nov. 4 through Sunday, Dec. 11 at the Lakewood Center for the Arts, 368 S. State St., Lake Oswego. For tickets, call 503-635-3901 or go to www.lakewood-center.org.

5 Bell Ringers Wanted

Adults and children are welcome to

ring the historic bell in the Garden Home Thriftway’s bell tower on Saturday, Nov. 5, 10 a.m. to 3 p.m. This 100-year-old bell was first hung in the Community Church of Garden Home. You will also see historic displays and photos and talk with Garden Home history people. Presented by the Garden Home History Project and hosted by market staff. Garden Home Thriftway, 7410 SW Oleson Road. For more information, call Janice Logan 503-750-9221.

Fall Cleanup

The Southwest Neighborhoods, Inc. (SWNI) Fall Cleanup is Saturday, Nov. 5, 9 a.m. to 1 p.m., at Portland Christian Center’s parking lot, 5700 SW Dosch Road. Bulky waste, yard debris, untreated wood items, scrap metal, reusable household items, and furniture are acceptable. Call 503-823-4892 or visit www.swni.org for more information.

6 Native Beadwork

To highlight the Native American culture, make a beautiful beaded pendant using a variety of symbols and beads of your individual style and choice at the Capitol Hill Library, 10723 S.W. Capitol Highway on Sunday, Nov. 6, from 2:30–3:45 p.m. Free, but you must register online, in the library or by calling 503-988-5234.

12 Raleigh Hills Walk

The SWTrails PDX walk this month is on Saturday, Nov. 12. Explore the Raleigh Hills neighborhood. It is six miles long and climbs about 700 feet. Meet behind the bleachers, near the food carts, at Wilson High School, Southwest Sunset Boulevard. and

Capitol Highway and be ready to go at 9 a.m. Carpool from there. Well-behaved dogs are allowed on leash. For more information, or to volunteer to lead a future walk in your neighborhood, contact Sharon Fekety at fekety@hevanet.com.

The No. 1 Hillsdale Knitting Society

Learn basic knitting skills or get help with an existing project. Crocheters welcome, too. For children 5 years and older as well as adults. To make a scarf with arm knitting, bring two balls of bulky yarn in your favorite color. Saturday, Nov. 12, 10 a.m. to 12:30 p.m. at the Hillsdale Library, 1525 SW Sunset Blvd., 503-988-5388.

14 Vintage Photos

Enjoy favorite vintage photos of early Garden Home on Monday, Nov. 14, at 6:30 p.m. Aerial photos from 1936 and 1956, the old store, school, church, road ruts, baseball teams, dairy cows, Jack’s burro and more! The Garden Home History Project will present this 30-minute slide show at the Garden Home Recreation Center, 7475 SW Oleson Road. Free. Begins and ends on time. Neighbors are welcome to stay for the board meeting afterward. Call 503-246-5879 or visit www.GardenHomeHistory.com for more information.

15 Pissaro, Pinot and Palette

Artist Jeffrey Hall discusses his work and how it relates to the *Marriage*



Isabella and Katherine Belote ring the bell in the Garden Home Thriftway bell tower in 2015. (Photo courtesy Garden Home History Project)

of *Opposites* by Alice Hoffman. Then, explore your inner artist in an informal, no pressure, creative art instruction workshop. Transform a blank canvas into a finished piece to take home with you! Wine and light snacks will be served. Tuesday, Nov. 15, 7:00–8:30 p.m. at the Mittleman Jewish Community Center, 6651 SW Capitol Hwy. Cost: \$36. For more information, call 503-244-0111.

16 Jingle, Jingle, Jingle

Northwest Senior Theatre presents its holiday show filled with music, dancing and merriment. Nov. dates: 16, 17, 18, and 19. All performances are at 2 p.m. at the Alpenrose Dairy Opera House, 6149 SW Shattuck Road. Wheelchair/walker accessible. \$5 at the door with open seating. For more information call 503-227-2003 or email bettymer@comcast.net

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The Southwest
Portland Post

Metro prepares for environmental review on proposed light rail project

SOUTHWEST CORRIDOR PLAN

By Erik Vidstrand
The Southwest Portland Post

Metro held an open house at Wilson High School on Sept. 22 to solicit input and share next steps for the proposed light rail between Portland State University in downtown Portland and Bridgeport Village in Tigard. Metro, TriMet, and Portland city staff facilitated various project components of the extensive project.

Maps and charts lined the cafeteria for designs from PSU to Tigard and points in between. Transfer options to Marquam Hill and Portland Community College Sylvania Campus were examined by this reporter.

Routes to PCC Sylvania caught the eyes of Marcia Leslie, the former chair of the Far Southwest Neighborhood Association where the college resides.

This neighborhood will be affected by some sort of transit to the college. Metro voted down a light rail tunnel earlier this year so other options have been introduced. These include an aerial tram, gondola, additional buses, and an electric bike share program.

"Our association won't meet until January after many issues will be decided," Leslie said. "Neighbors can continue to provide input at Metro meetings, forums, and submit comments."

PCC Sylvania student Otakar Andrysek was also at the college booth and sees it differently.

"Think 2027," he commented. "That's when the project will realistically be fully running. Why aren't automated vehicles a part of the discussion?"

Andrysek said he was referring to the

rise of self-driving vehicles now being tested around the world.

"These cars could be a viable option ten years from now," he said. "Metro has proposed more buses but that is not really what students would use."

Andrysek said he hoped light rail would connect to the campus. "According to a recent college forum," Andrysek said, "faculty and staff preferred a light rail but the needs of the community surpassed any college needs."

"The [Capitol Highway] 44 bus will run extra lines," said Dave Unsworth of TriMet. "Bus service could run on dedicated rail tracks on Barbur Boulevard before heading up the hill to PCC."

According to maps, the bus line would continue to Bridgeport Village.

At the Marquam Hill easel, options propose robust Americans with Disabilities Act accessible connections up to Oregon Health & Science University, the Veterans Administration Hospital, and Doernbecher Children's Hospital.

Pedestrian and bicycle connections would link with a light rail station in the Lair Hill neighborhood. Other proposed options are a pedestrian tunnel with elevators, an embedded escalator, sky bridges, and inclined elevators.

Improvements to Southwest 53rd Avenue and the Crossroads (Barbur Boulevard, Taylors Ferry Road, Interstate 5 and Capitol Highway) are being crafted. Plans call for the Barbur Transit Center to be remodeled and enlarged.

Marianne Fitzgerald of Ashcreek, a Southwest Neighborhoods, Inc. volunteer, wants a transit center built closer to Tigard.

"This would alleviate traffic on an already overtaxed highway," she said.

Comments posted on the easels



A MAX light rail train with Type 4 cars crossing 185th Avenue from Beaverton into Hillsboro. (Photo by Steve Morgan, Wikimedia creative commons license)

described uncertainties of traffic lanes disappearing on Barbur Boulevard. A Metro memo of Sept. 21 said that the project will not remove any "through lanes" that are continuous on Barbur Boulevard.

The memo reassures neighbors there will be at least two travel lanes in each direction south of Naito Parkway, but Barbur Boulevard could lose some dedicated turn lanes.

From Southwest 13th to 60th avenues, a route adjacent to Interstate 5 remains an option.

According to Craig Beebe, a Metro public affairs specialist, "Fifty-one percent of Barbur Boulevard doesn't have a sidewalk on either side of the street."

"In addition," Beebe said, "bike lanes just disappear in many places. This is being addressed."

What happens next? An amendment on the upcoming Tigard ballot requires a public vote before the city can formally support the light rail. A separate vote before the city could raise money for it through taxes or fees.

According to TriMet general manager Neil MacFarlane, Tigard voters could kill the proposed MAX line if they vote

against it during the upcoming general election.

"If voters don't want the line," MacFarlane said, "it would be difficult to secure federal dollars for the line."

Metro is counting on the federal government to pick up half of the costs of the project which is approximately \$2 billion.

"I can't speak much about the election in Tigard because I am a public employee," Eryn Kehe, a Metro senior communications specialist wrote to The Post. "It would certainly be something for our steering committee to address."

The next steering committee meeting is on Monday, Nov. 14, from 9 – 11 a.m. at the Metro Regional Center, 600 NE Grand Ave. in Portland.

The committee will review scoping comments from the community and hear staff recommendations. A federally required draft environmental impact study will begin in January and last through the coming year.

The project will identify a range of strategies to help improve safety and quality of life for citizens near and around the corridor vicinity.

For more information, visit swcorridorplan.org.

Giant Cedar Trees

(Continued from Page 1)

\$273,000 with an assessed value of \$141,300.

Contractor Robert Wood, with Mountainwood Homes, said he hasn't seen the final design yet, but believes the owner, Michael T. Fisk, is planning a duplex.

"We're not pulling the strings on this one," he said. "We're just building it."

The lot is nearly a quarter acre, at 8,003 sq. ft. Could two new homes be built on it without removing the cedars, which stand right on the front edge of the property close to the street? Perhaps.

Woods said that he thinks Fisk believes the demolition of the house and the new construction would irreparably damage the trees, and that they couldn't be saved, but he wasn't sure.

Although the city puts up a notice of tree removal, it states quite plainly it is "courtesy in nature, only." It does not provide "for public comment on the proposal or for appeal of the proposal to the city of Portland." In other words, neighbors have no options.

But neighbors may be happy to hear that city planner Malia Slusarenko is working hard to save the cedars. "We are working with our city arborist," she said. "He has looked at it and we need some more information from the property owner, but we are trying to see if we can save [them]."

If the trees come down, it will not come without a price. According to city code, the builder must preserve one third of the trees on site.

Since the cedars are the only trees on

the property, in order to remove them the developer must pay a hefty fee: \$300 per tree inch. That means the developer, Mountainwood Homes, will shell out \$21,600 dollars to take down the cedars.

As a city clerk explained, if the city forbids a private landowner from cutting trees, it would amount to a "taking," of their property. The best they can do is a policy where a homeowner either "preserves or pays."

So despite a city policy that encourages the retention of healthy trees on private property, all it takes is a permit and a checkbook to cut them down.

Still, Masthem is encouraging her neighbors to write to the city commissioners and express their dismay at the direction of Portland's growth.

"Change is hard," Masthem said. "I know we can't do anything about progress, but to be so disdainful about nature—to scrape everything off the land is just so sad."

Efforts to contact the property owner were unsuccessful.

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STREET AND STORMWATER SUMMIT

(Continued from Page 1)

Novick talk all the time."

"We will give you more updates as they are refined by end of year," Uchiyama promised. "For now, there is a structure to go through both internally and externally."

"We've always had coordination," Uchiyama said, "but now we have collaboration."

Another summit will be scheduled next year.

First project in Stephens-Tryon Headwaters area to begin construction

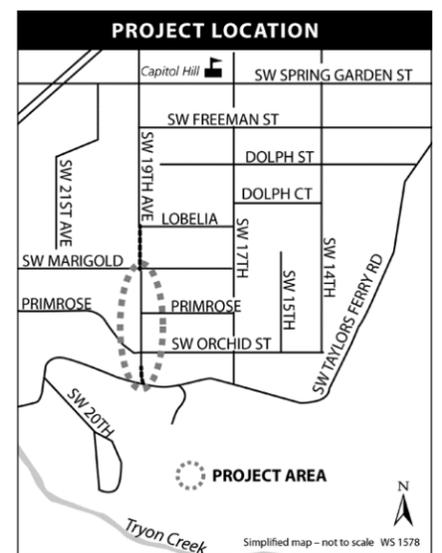
The city of Portland held a series of workshops and community forums last year to help shape stormwater and road improvements in the Stephens-Tryon Headwaters area.

Due to feedback, the city is first designing improvements on Southwest 19th Avenue. The street is currently an unimproved street of dirt, gravel, and pavement. It is designated a Safe Route to School for Capitol Hill Elementary so needs attention.

It's also part of the regional trail from Hillsdale to Lake Oswego.

"The problem is that rain washes sediment and other pollutants off gravel and dirt streets into streams," said Lisa Moscinski from the Bureau of Environmental Services.

"Tryon Creek, where endangered steelhead trout, Chinook and Coho salmon live, is just downhill of Southwest



19th Avenue."

The Portland Bureau of Transportation is designing a paved street on two blocks of the street from Southwest Orchid to Marigold.

According to Kyle Chisek, Portland Bureau of Transportation, they will be using new street standards.

"This means the street will have a smaller footprint, a less impervious surface, and fewer impacts to streams and other natural features," he said.

To improve water quality in Tryon Creek, Environmental Services is designing vegetated stormwater facilities on 19th Avenue including a large facility between Southwest Taylors Ferry Road and Southwest Orchid Street, a site the city closed to through traffic in 2002 because of safety concerns.

The city is designing the project and will begin construction in spring 2017.

Slate of Sucec, Hammond, Christensen, and Davis elected to serve neighborhood

MULTNOMAH NOTEBOOK

By Erik Vidstrand
The Southwest Portland Post

Even though it was Carol McCarthy's last meeting as chair of the Multnomah Neighborhood Association, McCarthy's resolve remained until the very end. Vice chair Martie Sucec remarked that she wanted McCarthy to serve another year but rules forbid a third term. "Her 'fire-in-the-belly' is felt everywhere," Sucec said.

According to McCarthy, "The city is keeping citizen groups, including neighborhood associations, out of the planning process."

"The fight for appealing the comprehensive plan continues. We need everyone to continue petitioning the city and attending hearings to save our neighborhood."

Land use chair Jim Peterson made three motions objecting to several comprehensive plan components: the P-45 amendment allowing middle housing, that the neighborhood "center" designation be changed to "corridor," and that citizens be included in city planning meetings. All three motions passed.

"The Community Involvement Committee advises the city on development projects," Peterson clarified. "We want a financial report [from this group] once a year. There are no open meetings and we're not sure how organizations are selected to serve."

Will Fuller said that there is an equity issue that historically minority or low-income communities are not represented by neighborhood associations.

"These associations must expand to include other groups," he said. "Additionally there is a clause that a 'citizen' is not included but you do not need to be a citizen to become involved. Legal citizenship is not a requirement."

McCarthy proposed that the Community Involvement Committee be assigned to the Portland Office of Neighborhood Involvement, not the Bureau of Planning and Sustainability.

Chris Lyons, transportation chair, provided updates on Capitol Highway.

"New design concepts were recently posted on the city website," Lyons announced. "Feedback is needed by early November. Rep. Ann Lininger is looking into finding more money from the state coffers to fully fund the project."

Lyons said he will remain on the Capitol Highway advisory committee but is transitioning from the transportation chair role. According to by-laws, all committee chairs will be appointed by the new chair and will serve as representatives at SWNI committee meetings.

Elections were then held by secret ballot. A total of 32 total votes granted all four candidates a position for the next year.

Martie Sucec, who was Multnomah chair from 1997-2001, was elected chair. According to SWNI executive director Sylvia Bogert, officers are now limited to two one-year terms.

"I served as co-chair for part of 2006 as well," Sucec said. "I was involved from the beginning to the end of the Southwest community plan."

"I was also helped with the tree code, the local improvement district



Past-chair Carol McCarthy (left) hands the gavel to newly elected Multnomah chair Martie Sucec. McCarthy served for two terms. (Post photo by Erik Vidstrand)

process, and a component of the Capitol Highway Plan."

Sucec said she plans to keep moving issues forward on transportation, mixed-use development, and comprehensive plan issues.

Leslie Hammond was elected vice-chair. Hammond has been a member of the association for 20 years and just recently became more involved. She disclosed that she has a legal and real estate background.

"I want to assist the board and help Martie," Hammond said after answering several questions from the audience. "I don't buy the city's commitment to keep single-family homes in the area."

Katherine Christensen was elected secretary. She has been filling in for the last year as association secretary. Tad Davis was elected

treasurer. Davis mentioned that he is a Multnomah Village Business Association member.

A brief update on the Spring Garden Park had some members uneasy with Commissioner Amanda Fritz and Director Mike Abbaté making the final decision about a contentious amphitheater.

"They may even change the name of the park," said Ken Boltz, a park neighbor. "At a September park meeting, the vote was pretty even on a paved amphitheater or no amphitheater at all."

Stewart Rounds stood up at the end of the meeting to applaud McCarthy's dedication, stamina, and voice for the community for the last two years. McCarthy said she will remain involved on the board as past-chair.

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Activists would like the U.S. government to ban a class of insecticides called neonics that they blame for wiping out the bees that pollinate a majority of our food crops. (Photo by Cory Barnes, FlickrCC)

EARTH TALK

Questions & Answers About Our Environment

Dear EarthTalk: Did anyone ever figure out what has been killing all the bees, and is there anything we can do about it?
 - Gerry Sanders, Wichita, KS

By now, we've all heard about bees dying across the U.S. and around the world.

This isn't just bad news for beekeepers: these amazing insects pollinate upwards of two-thirds of our food crops—all at no cost to farmers or consumers.

All we need do is keep them around, which is proving to be more and more difficult.

A third of all beehives in the U.S. have disappeared in the last decade alone, a situation that has been

dubbed Colony Collapse Disorder. Experts say several factors are at play.

First, global warming has changed weather patterns so profoundly that bees have been unable to adapt fast enough. Flowers now bloom so early or late that they don't coincide with the active season of pollinators, so when bees emerge from hibernation the flowers they need for food have already bloomed.

Another threat is habitat loss: development, urbanization and monoculture farming are decimating natural areas bees need to thrive. And a new generation of parasites is infiltrating hives and impeding chemical communication between bees.

But perhaps the biggest threats to bees are some of the pesticides routinely used in agriculture, particularly neonicotinoids.

Commonly referred to as neonics, this increasingly popular class of insecticides is meant to eliminate pests, but has been proven to have an equally devastating impact on bees.

Today, seeds are engineered with neonics from the start, so this harmful chemical is present in the plant, pollen and nectar. This chemical,

approximately 6,000 times more toxic to bees than DDT, devastates bee central nervous systems and makes it impossible for them to relocate their hives.

Those bees that survive a first encounter aren't off the hook. They remain dazed and inefficient. Neonics have an addictive quality similar to that of nicotine for humans, so surviving bees inevitably return to treated flowers until their death.

Policy changes must address this issue by rewarding farmers for

sustainable practices and banning neonicotinoids for use as pesticides.

Unfortunately, big agri-chemical companies like Dow Chemical and Syngenta make huge profits selling neonics and as such are reluctant to withdraw them.

The European Union took steps to ban the use of neonics in member countries in 2013, although that ruling is currently under review.

Meanwhile, in the U.S., a few cities and states have taken at least
 (Continued on Page 3)

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