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The Southwest Portland Post

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**NO
PARKING**

Are parking problems in Multnomah Village real or perceived?

By Erik Vidstrand
The Southwest Portland Post

Picture this scenario: parking meters line the main streets of Multnomah Village; parking enforcement officers walk around daily with handheld devices issuing tickets as needed; less and less parking spots are found due to infill, traffic calming, and additional bio-swales.

Business owners and visitors say the above scenario is plausible in the not-too-distant future. Of course anything is possible when it comes to involving the city, especially the issues that are deep-rooted in passion and frustration.

So is the parking problem in this 100-year-old village real or perceived?

On one hand, there are the folks who support road diets – narrowing of roads to slow traffic and reduce accidents – increased bicycling; accessible, frequent public transportation; and encouraging walking.

On the other hand, there are the folks who *need* access to parking

for accessibility, especially disabled, injured, and elderly citizens.

Many individuals have weighed in over the years on issues of the community. There have been workshops on transportation needs; forums on livability; meetings with politicians; and engaging citizens; and an abundance of media coverage.

“Here’s the thing,” declared a very long-time business owner who wanted to remain nameless. “Believe it or not, there is a problem with parking which creates a domino effect which grates the nerves of visitors, frustrates business owners, and produces a stress factor that, quite frankly, wasn’t there not that long ago.”

According to this owner, the city is partially to blame for the problem.

Tamara Marshall, co-owner of Fusion Hair Salon, reported a recent parking issue on the Multnomah Village Facebook page and it resulted in over 100 comments.

“It exasperates me,” her thread began, “that my clients are circling the block for more than 15 minutes looking for parking.”

“Once parked, they usually have to move their car before the two-hour time limit so no one stays to shop.”

She relayed that customers feel frustrated because they were told by the city that they need to move their car away from their original parking space since they may get ticketed for just moving a few feet away.

Some comments state that people are spoiled. They don’t want to walk any longer than three minutes.

“Not everyone can commute any way but by car,” Marshall responded. “What

about the elderly, the disabled, even people who may be injured? I have clients as far away as Ashland. What do you tell them?”

Joe Theissen, one of the writers on the Multnomah Village Facebook page wrote, “I’ll take more sidewalks over more parking lots any time.”

“I’m a lifelong ‘97219-er’... and I’ve had to deal with parking in the Village for years. I firmly believe that moving toward more parking is moving away from what the Village is all about.”

“But honestly, I care more about preserving the Village than the 21st century expectations of convenience.”

Cash Gordon, the manager of O’Connor’s Restaurant and Bar, claims that parking problems are hurting business.

“Our business has been down. I feel this is mainly due to the parking issues. If people can’t easily park, they say, ‘the hell with it’ and go somewhere else [to eat or drink].”

Gordon walks the village at least twice a week scoping out the parking situation. He notes that the lower lot at the Multnomah Center is usually full. According to the city, who runs the center, it’s filled with employees and students.

Nevertheless, on the Sunday before Christmas, one of the busiest shopping days of the year, this reporter counted 36 empty parking spots in the lower lot while parking and traffic chaos prevailed in the heart of the village.

Gordon remarked that 33 parking spots have disappeared on Multnomah Boulevard and Capitol Highway since



Tamara Marshall is co-owner of Fusion Hair Salon in Multnomah Village. Marshall said her customers are forced to move their cars out of the area after two hours or face parking tickets. (Post photo by Don Snedecor)

the road and sidewalk construction projects began over three years ago.

“I’ve spoken to Moses Ross (former chair of the Multnomah Neighborhood Association),” Gordon continued. “He prefers a political solution.”

There were other solutions suggested including the *Post’s* editor, Don Snedecor.

“Except for loading and unloading,” Snedecor commented, “business owners, managers, and employees should always long-term park at the Multnomah Center, lower lot, if they are able to.”

“The Multnomah Village Business Association,” he continued, “should survey surrounding properties for vacant lots, church lots, etc. that could be used for overflow parking and then
(Continued on Page 6)



Temporary parking signs placed by gas company NW Natural are ignored. This photo was taken during working hours along Capitol Highway near 34th Avenue. (Post photo by Erik Vidstrand)



A parking enforcement officer gives a ticket to a car parked illegally along Capitol Highway next to the Multnomah Center. (Post photo by Erik Vidstrand)

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The Southwest Portland Post
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Hillsdale lobbies Metro steering committee for future transit stations

SOUTHWEST CORRIDOR PLAN

By Janet Goetze
The Southwest Portland Post

Neighborhood leaders are urging residents and business people to tell a Metro steering committee that Hillsdale needs transit stations in the Southwest Corridor Plan, which stretches from downtown Portland to Washington County suburbs.

The steering committee will meet in Hillsdale at 7 p.m. Feb. 4 at the Watershed Building community room at Southwest Bertha Court and Capital Highway. The entrance is in a causeway between the buildings.

The Southwest Corridor is growing in population and in road congestion,

according to Metro studies. The transit system needs upgrading to meet growth pressures, and improvements also are needed for pedestrian and bicycle safety, the studies indicate.

Metro and TriMet are studying options for light rail or bus rapid transit, which are quicker and more frequent buses using their own roadway or running in mixed traffic. One question under consideration is whether to choose one mode or a combination of bus and rail.

Earlier in the planning, the steering committee decided to keep high capacity transit off Oregon 99W south of Portland and not to extend it to Sherwood or King City. However, a specific route hasn't been selected.

No matter which transportation mode is selected, stops are needed in Hillsdale, said Glenn Bridger, chairman

of the neighborhood transportation committee.

Without one or two, he said, "It could affect the Hillsdale Town Center economy and home values. This could have great significance for people."

Over the next year, the steering committee of mayors and public agency officials will gather comments on transit proposals from a variety of groups. The represented jurisdictions include Southwest Portland, Tigard, Tualatin, Sherwood, Beaverton,

Durham, King City and other areas of Multnomah and Washington counties. Also participating in the planning is the Oregon Department of Transportation.

Controversy over the idea of a transportation plan already has surfaced. Last year, Tigard residents approved a measure requiring their city council to seek voter approval for "high capacity transit," whether rail or bus, before spending any funds on plans. Tualatin residents passed a measure requiring a vote only on light rail.





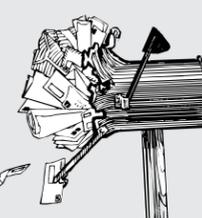
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Letters to the Editor



The Southwest Portland Post
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Multnomah Boulevard needs new multi-use paths from 40th to Garden Home Road

I'm very excited to see the changes to SW Multnomah Blvd. The new sidewalk by the west-bound side of the road will separate bicycle and pedestrian traffic near the Capitol Highway bridge.

That area underneath the bridge had lots of Himalayan blackberry in recent years which prevented parking, anyway.

Multnomah Village doesn't need any

additional parking except for some more spots designated as handicap.

The boulevard now needs multi-use paths that look like bicycle cycle tracks between Southwest Garden Home Road and 40th Avenue to accommodate both pedestrian and bicycle traffic.

The cycle track design would also allow automobiles to drive over onto it when emergency vehicles are racing on the boulevard.

Rick Kappler
Raleigh Hills

The Post welcomes reader response. Send letters or commentary to: Editor, The Southwest Portland Post, 4207 SE Woodstock Blvd #509, Portland, OR 97206. Fax (866-727-5336) or email editor@multnomahpost.com.

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Tryon-Stephens Headwaters neighborhood street plan proceeds

By Erik Vidstrand
The Southwest Portland Post

Whether light rail or rapid transit bus arrives in the Southwest Corridor [Highway 99W from Portland to Sherwood] in the next decade is anyone's guess. What will make the decision more feasible is that an adequate infrastructure be developed to connect the improved transportation mode.

According to officials, sidewalks, streets able to handle increased traffic flow safely, bike lanes, trails, and stormwater management must all be in place for a successful project.

As these transportation improvements are made in Southwest Portland, both the Portland Bureau of Transportation and the Bureau of Environmental Services

recognize the need for corresponding stormwater system improvements.

Unlike Southeast, Southwest Portland lacks a complete network of storm drains connecting to underground sewer pipes. Additional complications include clay soils that don't allow water to percolate, steep slopes that make construction difficult and costly; and sensitive natural resources. These all require an integrated, tailored approach.

The Tryon-Stephens Headwaters Neighborhood Street Plan aims to establish a more connected local street and pathway network. It will also address and improve stormwater management systems within the study area with a focus on neighborhood residential streets

Denver Igarta, of the transportation bureau, has been a regular at neighborhood meetings, special forums, and open houses in the last few years.

"The neighborhoods in mind for this project are adjacent to Southwest Barbur Boulevard situated between Capitol Highway and Taylors Ferry Road," Igarta explained at the January meeting of the Multnomah Neighborhood Association.

This includes the communities of Burlingame, Hillsdale, and Multnomah as well as the Barbur Crossroads in West Portland.

The city environmental and transportation bureaus will partner together to develop implementation measures that address infrastructure deficiencies. They will do this by applying recently approved street-by-

(Continued on Page 7)

Gigi's Cafe new in Hillsdale

(Continued from Page 4)

on the first Sunday in November. They wanted to determine how busy they might be.

Wesler and one waitress were in the dining area with the 14 tables while Susak and an employee were in the kitchen. "All we did was unlocking the door and within a half hour, the place was completely full," Wesler said.

Now Gigi's Cafe, a name derived from the initials of Gaudre Gourmet, has six employees to help in the kitchen or serve customers. The hours are 7 a.m. to 5 p.m. Tuesday to Friday and 9 a.m. to 4 p.m. Saturday and Sunday.

3000-bolt arches support new Sellwood Bridge



The contractor for the Sellwood Bridge continues to install cross braces between the two steel arches of Span 3, at the west end of the Sellwood Bridge. Workers are installing 3,000 bolts at each connection in the arch segments. *(Photo courtesy of Multnomah County)*

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Two outstanding items will be performed in spring/summer 2015.

The street restoration work on SW Burlingame Terrace has to wait until there is more favorable, dry, warmer weather conditions to install new permanent pavement, ensuring a better quality street. The Water Bureau's general contractor, Tapani Underground Inc., will conduct the road repair work in the spring of 2015.

Most of the underground work at the traffic island on the corner of SW Capitol Hwy. and SW Terwilliger Blvd. is complete. Some final pipe work and final pedestrian walkway construction will take place in spring 2015. Vegetation restoration will be done in the spring/summer 2015.



For updates and maps visit:
www.portlandoregon.gov/water/swcarolina

For more information or questions, contact Terry Black, Public Outreach, at 503-823-1168 or terry.black@portlandoregon.gov



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Liege-style waffles are served sweet or savory at Gigi's Café in Hillsdale

RESTAURANT REVIEW

By Janet Goetze
The Southwest Portland Post

Here's a tip for eating Liege-style waffles: Don't pour syrup on them. Not even pure maple syrup.

They are made not from the usual waffle batter but a thicker, brioche-style dough with small pearls of sugar kneaded into it right before baking.

Syrup makes them too sweet unless, of course, you want that much sweet flavor, explained Charlene Wesler, co-owner of Gigi's, a breakfast and lunch cafe developed around the waffles identified with Liege, Belgium.

Gigi's opened in November at 6320 SW Capitol Highway, in the former Korkage and Three Square Grill space in the Hillsdale Town Center.

Gigi's is the brick-and-mortar dream of Wesler and partner Mike Susak, who opened a downtown food cart, *Gaufre Gourmet*, featuring Liege waffles with a variety of toppings in 2010. *Gaufre* is French – or Belgian – for waffle.

When the Hillsdale space became available, the pair scrambled to take advantage of it, gaining some of their financing in a Kickstarter campaign.

This was on top of winning a Food Network competition in early 2014, when diners preferred their gourmet waffles over a pressed sandwich, giving them national attention.

While the basic Liege waffle is sweet, Wesler and Susak have developed savory variations. A favorite among diners at the cart and in Hillsdale is the "Porklandia," a cornbread-jalapeno waffle with pulled barbecue pork and cabbage apple slaw, Wesler said.

A recent diner, Carolyn Rossi, had one word for the cornbread waffle: "Killer."

The jalapeño, she said, "adds a little kick... That appeals to me. It's not overdone."

Rossi, who lives in the area and works for a property management company with a Hillsdale office, asked for additional cabbage apple slaw. The original helping got lost in the pulled pork, she said, and she wanted to taste more of it.

Susan Pryor, a Northeast resident meeting a friend at Gigi's, ordered the Monte Cristo, which she described as a combination of sweet and savory.

"It has a very sweet waffle, but a generous serving of turkey, ham and cheese," she said. The meat and cheese don't seep into the waffle, she said.

Gigi's has a dedicated waffle iron for gluten-free selections, but they are



Charlene Wesler and Mike Susak serve sweet and savory liege-style waffles at Gigi's, a new cafe in the Hillsdale Shopping Center. (Post photo by Janet Goetze)

lighter Brussels waffles rather than Liege style.

The milk and honey waffle features Chevre mousse with house-made balsamic caramel sauce and toasted pistachios. Jars of caramel sauce are for sale at the cash register, for those who want to take the sweet taste home.

Gigi's also serves grass-fed beef in a waffle burger and Italian meatballs on a Parmesan waffle. The latter is a

favorite among some cast members of television's "Grimm," who periodically call on Wesler and Susak to bring dinner at the end of a day's shoot in Portland.

Sometimes customers insist they must have syrup because they are, after all, eating a waffle. They have never had one with pearls of sugar imbedded in the dough, which makes syrup superfluous, Susak said.

"This is more pastry-like," he explained, noting it isn't like the fluffy Belgian waffles that Americans know. "It's denser, chewier and very buttery. It's crispy on the outside."

The waffle style was created more than 300 years ago for the Prince of Liege, Wesler said. She first saw the waffles on a television program about a ski resort, where athletes skied up to huts along the trail to pick up pearl sugar waffles in their hands.

In Belgium and parts of France, the Liege waffles are eaten as snacks on the street, Wesler said.

"We thought it was a good canvas for what could be developed for a food cart," Susak said. Before creating their own recipe, they visited the half-dozen restaurants from Seattle to Eugene that serve Liege-style waffles.

The couple opened the food cart in 2010 after meeting in 2008 in a catering kitchen, which closed in 2009. They also decided to complete their degrees at Portland State University by scheduling classes around food cart hours.

They have a following among cart diners, but they planned a "soft opening" without fanfare in Hillsdale

(Continued on Page 3)

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COMMUNITY LIFE

By KC Cowan and Don Snedecor
The Southwest Portland Post

2 Songwriters Circle: One of the most acclaimed guitar-picker, singer/songwriters in the country will perform in Multnomah Village this month. Mary Flower joins musicians Cal Scott and Richard Moore at their bi-monthly songwriters' circle on Monday, Feb. 2, at 7 p.m. at O'Connor's Vault, 7850 SW Capitol Hwy. Not only is Flower a renowned picker, she also sings and plays lap slide guitar with equal dexterity. Tickets are \$12 in advance from Brown Paper Tickets or \$15 at the door. For more information contact Matt Miner, 503-484-8196 or mattminermusic@gmail.com.

3 Slavery and the Economy: Cornell University professor Ed Baptist will speak about his new book, *The Half Has Never Been Told: Slavery and the Making of American Capitalism* and the link between slavery and the development of the United States of America, at a free lecture on Feb. 3 at Lewis & Clark College. Ten years in the making, Baptist said he "went looking for a story about families and found a story about capitalism." His talk starts at 6:30 p.m. at the Templeton Campus Center at Lewis & Clark College. For more information, contact Cathy Busha at cbusha@lclark.edu.

6 Art with a Message: "The Rising Tide," an exhibit of collage and acrylic artworks by Amy Mintonye



The film "Half of a Yellow Sun," directed by Nigerian filmmaker Biyi Bandele, will be shown on Friday, Feb. 6 at 6 p.m. and 9 p.m. at the Hollywood Theatre, 4122 NE Sandy Blvd. Mr. Bandele will introduce and discuss his film at both screenings. This is opening night of the Cascade Festival of African Films at Portland Community College. For theater locations, show times, and more information, visit <https://www.africanfilmfestival.org/>.

debuts at the Multnomah Arts Center Gallery Feb. 6 and runs through March 3. Thought-provoking images about contemporary issues will have you thinking about this show long after you view it. The gallery is located at 7688 SW Capitol Hwy. For more information, visit www.MultnomahArtsCenter.org.

Community Recycling: Everything must be clean and sorted to be acceptable. Non-curb-side items including artificial trees, light strings, Styrofoam blocks and food liners, #1 and #7 rigid plastics, small and large batteries, scrap metal, printer

cartridges, corks, electronics and small appliances. Saturday, Feb. 7, 9 a.m. to 12 p.m., at St. Luke Lutheran Church, Southwest 46th and Vermont Street. (Enter at 45th Avenue and California Street.) Visit www.community-recycling.org for details. Or call the Southwest Neighborhoods, Inc. office at 503-823-4592.

14 Gabriel Park to Alpenrose Dairy Walk: Meet at 9 a.m. at Wilson High School behind the bleachers (Capitol Highway and Sunset Boulevard) on Saturday, Feb. 14. Bring a snack & water and dress for the weather. Leader will be Rick

Kappler. It will be about 5.5 miles with 200 feet elevation gain. Well-behaved dogs on leash allowed. For more information visit the SW Trails website or contact Sharon Fekety at fekety@hevanet.com.

15 Learn how to use your e-reader: Did you get a Kindle or iPad for Christmas? Need some assistance learning how to download and read books on it? Learn how to get the most out of your new digital reader. Bring it to the Hillsdale Library, 1525 SW Sunset Blvd., on Feb. 8 or Feb. 22 at 2 p.m. Call 503-988-5388 to register for the Hillsdale class. The same program will be presented at the Capitol Hill Library, 10723 SW Capitol Hwy, on Feb. 15 at 2 p.m. Register online, at the library, or by calling 503-988-5385.

24 Oregon and President Lincoln: Abraham Lincoln had strong ties to Oregon. Learn about them in a slide-illustrated program about the 16th president on Tuesday, Feb. 24, at 6:45 pm at the Capitol Hill Library, 10723 SW Capitol Hwy. The discussion will cover Lincoln, slavery, the civil war and Oregon's involvement in it. Free. For more information, call 503-988-5385.

Chinese Cinema: Garden Home Community Library (7475 SW Oleson Road) will screen "Llo Llo," a Chinese film with English subtitles. Set in Singapore during the 1997 Asian financial crisis, it follows one family's life. Showtime is Tuesday, Feb. 24 at 6:30 p.m. Free. Contact Heather Waisen at 503-245-9932 for more information.



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Parking Problems in Multnomah

(Continued from Page 1)

publicize the list.”

Snedecor suggested that signs should be posted in all stores encouraging employees and customers to bike, walk, or take the bus if they are able; to remind everyone of the on-street parking time limits; and that free parking is available at the Multnomah Center.

Back at the Fusion Hair Salon, Marshall, and her mother, Adrienne, the other co-owner, continued the discussion. They’ve seen it all during their 11 years at their salon.

“The parking issues are complaint driven,” Marshall sighed, “so you don’t see them (enforcement officers) all that often. Some people call; many don’t.”

“A lack of parking creates a domino effect,” Adrienne added. “This intersection (Southwest 36th Avenue and Capitol Highway) becomes a slapstick routine right out of a Laurel and Hardy episode.

“Cars want to turn right, but then, someone is pulling out of a spot. This holds up traffic. Then folks coming down 36th try to turn and it becomes gridlock.”

Suddenly, a TriMet bus roared down the viaduct into the village honking to warn pedestrians. “Maybe an elderly person won’t respond in time and then what?!” said Adrienne.

Marshall said she has been calling TriMet for 11 years.

“First responders have also had a difficult time getting to an emergency,” Marshall said.

Cash Gordon at O’Connor’s confirmed Marshall’s complaint. “This has happened several times,” said Gordon. “Between the new storm-swales and the traffic, it took almost 45 minutes to get to the medical emergency.

“Fortunately, the customer was with

a medical doctor at the time.”

What about metered parking?

“Yes!” both women shouted. “The city is hungry for money.” As the conversation ended, another TriMet bus came barreling down the viaduct into the village and honked.

Transportation bureau responds to Post questions about parking

Post reporter Erik Vidstrand contacted Diane Dulken with the Portland Bureau of Transportation. After researching our questions with several city experts, she responded as follows.

Q: There was a rumor that parking would increase to four hours in some spaces?

A: There are no current plans to do so. The city rarely installs four-hour parking zones. A four-hour zone largely defeats the goal of parking turnover in support of local businesses.

Q: How does the city determine if a vehicle is parked past the allotted time?

A: We currently use electronic handheld devices, which allow us to know which cars have stayed past the time limit.

Q: What can be done about parking violations?

A: If you see cars staying over the time limit or parking illegally, give Parking Enforcement a call and request enforcement. If you can give license plates of the vehicles, that really helps. Call us at (503) 823-5195 and follow the prompts.

Q: What happens when a new business moves in? When one of the new owners was asked about parking requirements, they said that parking wasn’t required.

A: Parking requirements for new



Dec. 21, one of the busiest shopping days of the year, found the lower lot of the Multnomah Arts Center with 36 empty spots while parking chaos was happening in the center of the village. (Post photo by Erik Vidstrand)

developments are found in the zoning code, Title 33.266. Capitol Highway and 35th Avenue, and most of the “heart” of Multnomah Village, is zoned Storefront Commercial (CS).

In the CS zone, commercial developments are not required to provide off-street parking. Bureau of Development Services manages parking requirements for new developments.

Portland also has very robust programs for business owners to mitigate employee parking through transportation demand management strategies. For more information, they may call Steve Hoyt-McBeth at (503) 823-7191.

Q: Will parking meters appear in the future?

A: While we don’t want to speculate about the future, at this time the City has no plans to expand meters into Multnomah Village. If a proposal arises in the future, it will be accompanied by public outreach and public hearings.

Q: Visitors think there may not be any ticketing since there are no meters. Does two hours mean two hours?

A: Parking Enforcement Officers enforce regulated parking throughout the entire city – in metered and non-metered areas. Yes, one hour means one hour. Vehicles parked in excess of posted time durations may receive a parking ticket for that violation. (Operative hours are from 8 a.m. to 6 p.m., Mon. – Sat., excluding city recognized holidays.)

Q: Will parking enforcement officers start coming to Multnomah Village more and more? Have there been a lot of tickets?

A: Parking Enforcement already covers the village on a regular basis. We do not currently have the ability to determine how many citations are written for a specific area of town.

For more information on city parking issues, call (503) 823-5185 or click on <https://www.portlandoregon.gov/transportation>. To continue the dialogue, join the Multnomah Village Facebook page.

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Food Front, the co-op grocery store, has brought in a national team of advisors to help bolster business. (Photo courtesy of Yelp)

Local grocery co-op seeks national advice to bolster business

By Janet Goetze
The Southwest Portland Post

Food Front, the co-op grocery store facing financial declines and employee complaints, has called in national consultants to help bolster its business in both Northwest Portland and the Hillsdale Town Center.

Managers asked the National Co-op Grocers, formed more than 15 years ago by cooperatives, to send in a development advisor and an assessment team that has spent more than three weeks in Portland.

Peg Nolan will be in Portland for four to six months as a development advisor from a subsidiary of the national grocers' group. The subsidiary expects to continue advising Food Front over the next two years, said C.E. Pugh, chief operating officer of National Co-op Grocers.

"What you are experiencing, most of the country is experiencing right now," Pugh told a co-op members' meeting Jan. 22 at Friendly House, a community service center about four blocks from Food Front at 2375 NW Thurman Street. The Hillsdale store is at 8344 SW Capitol Highway.

When Food Front started in 1972, it joined other cooperatives in offering local produce, meats and other products generally unavailable in other outlets, Pugh said. By the time the Hillsdale store opened in 2008, several non-member grocers, such as Wild Oats and New Seasons, were offering organic and locally grown foods.

The big chains, including Costco and Kroger, which is Fred Meyer in this region, now have well-managed organic sections and local foods, Pugh said.

"This is where the real challenge is for us," he said, noting the big stores have about a 40 percent share of the natural and organic foods market.

Co-op members have led the way for growing numbers of people across the country to seek fresh, seasonal, organic foods, Pugh said, and other stores are following that demand.

"We live in a wellness culture," he said.

By spring, New Seasons plans to open a 28,000-square-foot grocery at Northwest 21st Avenue and Raleigh Street, only a few blocks from Food Front. Pugh and Holly Jarvis, Food Front's general manager, said they expect the new store to dampen the co-op's business but they believe it can bounce back with careful planning.

Pugh said a survey revealed employee complaints about poor communication, lack of accountability, and fear of reprisal, but those issues can be solved with improved leadership and a clear outline of goals and expectations.

Employee turnover can be reduced at the Hillsdale store, he said, but other problems remain.

"People want to shop there, but we make it too hard for them," Pugh said. For instance, hamburger recently was on sale, but the store didn't have any buns in stock. That means shoppers will go to another store for buns, he said, and they may decide that's more convenient than being disappointed at Food Front.

Other steps the outside team is advising: a hiring freeze to minimize layoffs after New Seasons opens; reduced administrative costs; pulling back on benefits that are higher than industry average and working toward higher pay, instead.

Tryon-Stephens Headwaters

(Continued from Page 3)

street improvements for residential streets in combination with stormwater plans.

"These have all been identified in the Stephens Creek Stormwater System Plan," Igarta said. "It's all on the city's Web site."

Introducing new street improvements in this part of the city requires addressing critical stormwater issues.

It will analyze a set of improvement options by integrating street improvements with stormwater solutions. Finally, the plan will identify primary active transportation networks within the study area.

"Portland's bureaus of transportation and environmental services will coordinate our investments," Igarta concluded.

The Community Involvement Plan is

the guiding document for conducting community outreach, soliciting citizen participation, and gathering input into the development of the Tryon-Stephens Headwaters Neighborhood Street Plan. The two bureaus will develop the plan by next June.

The project is partially funded by a grant from the Transportation and Growth Management program, a joint initiative of the Oregon Department of Transportation and the Oregon Department of Land Conservation and Development.

At press time, an open house soliciting community input was scheduled to be held Jan. 26 at the Stephen's Creek Crossing housing development. For the results of that gathering, as well as other information about this plan, please contact Denver Igarta at (503) 823-1088 or denver.igarta@portlandoregon.gov.

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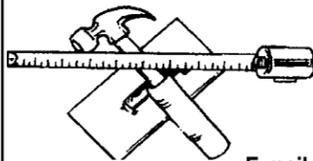
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EARTH TALK

Questions & Answers About Our Environment

Dear EarthTalk: What are some basic guidelines about seafood consumption, especially for women and in light of all the pollution threats to our oceans and waterways? – *Betsy Draper, Boston, Mass.*

Between mercury poisoning, overfishing and the environmental impacts of fish farms or “aquaculture,” some might expect to see a “Proceed with Caution” sign above seafood counters soon.

Others contend that fish and shellfish are an important part of a healthy diet, providing high-quality protein and omega-3 fatty acids.

The U.S. Food and Drug Administration recommends eating up to 12 ounces of fish and shellfish per week, but only if they are “lower in mercury.”

Mercury can be released into the air through industrial pollution and can accumulate in streams and oceans. The FDA warns that if you regularly eat types of fish that are high in mercury, it can accumulate in your blood stream.

They add that mercury is removed from the body naturally, but it may take over a year for levels to drop significantly.

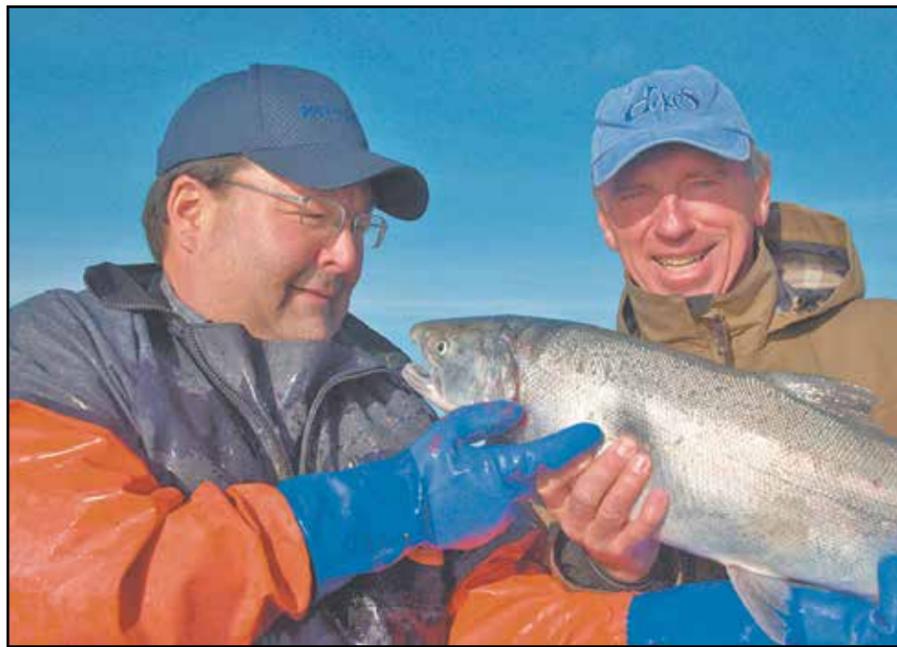
For this reason, women trying to become pregnant should avoid eating high-in-mercury fish like shark, swordfish, king mackerel, and tilefish, and gravitate toward low-in-mercury shrimp, canned light tuna, salmon, pollock and catfish.

According to the Monterey Bay Aquarium’s “Super Green List,” fish that are low in mercury and also good sources of especially healthy “long-chain” omega-3 fatty acids include Atlantic mackerel from Canada and the U.S., freshwater Coho salmon from the U.S., wild-caught Pacific sardines, and Alaskan wild-caught salmon (fresh or canned).

Of course, it’s possible to obtain long-chain omega-3s without eating fish. Omega-3s supplement is derived from a strain of algae that naturally produces high amounts of eicosapentaenoic acid and docosahexaenoic acid, the healthiest omega-3s. Although most people think fish are the original source of DHA and EPA, these omega-3s actually come from the algae lower in the food chain.

“When salmon farming began in North America, farmers discovered that without fish oil in their diet, farmed salmon did not contain salmon oil in their tissues,” says Udo Erasmus, Ph.D., author of *Fats that Heal-Fats that Kill*.

“Fish get their ‘fish oil’ from the foods they eat,” explains Erasmus. “When we trace these supplement oils back to their origin, we find that the oils we call ‘fish oils’ are actually made by plants at the bottom of the food chain. One-celled red-brown algae make fish oils. Fish oils are actually



Wild salmon, high in “long chain” omega-3s, is one of the healthiest foods we can eat. (Photo by Roddy Scheer)

plant-based products.”

Algae and other plant-based omega fatty acids also will not deplete the ocean’s supply of fish. Industrial overfishing practices have wiped out certain types of fish before they’ve had a chance to repopulate, and unintentionally killed other marine species besides fish—known as “bycatch”—in their large nets.

Upwards of one million sea turtles, for example, were estimated to have been killed as bycatch from 1990-2008, according to a report published in *Conservation Letters* in 2010.

The transition to aquaculture, where fish are raised in confined quarters (like the “factory farming” of pigs, cows and

chickens) has its own environmental burdens.

According to the Mangrove Action Project, an estimated three million hectares of important coastal wetlands, including mangroves, have already been lost in order to make room for artificial shrimp ponds.

Contacts: U.S. Food and Drug Administration, www.fda.gov; Seafood Watch, www.seafoodwatch.org; Ovega, www.ovega.com.

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