

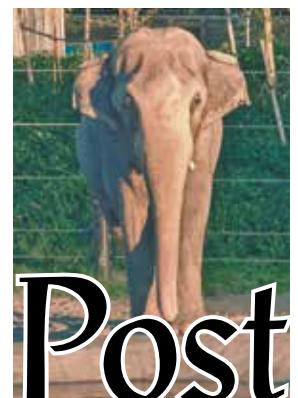
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The Southwest Portland Post

Volume No. 25 Issue No. 5

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Portland, Oregon

Complimentary

March 2017

Increased development means heritage trees are at risk of being cut down

By Erik Vidstrand
The Southwest Portland Post

The Feb. 7 meeting of the Multnomah Neighborhood Association featured a discussion on heritage trees and how to become a tree steward.

Heritage trees are trees that have been formally recognized by the Portland City Council for their unique size, age, historical, or horticultural significance.

According to local tree steward Emma Dugan, currently Multnomah Village only has two heritage trees. One of them, a *cryptomeria japonica*, is outside the Multnomah Arts Center with a plaque attached to it. Hillsdale has 12; seven of them are on one lot.

Portland is lucky to have a tree canopy that covers more than 30 percent of neighborhoods, according to the city's website. With more than a quarter million trees lining the streets and countless more in parks and on private property, Portland literally is a green city.

However, with increased developments, demolitions, and residential infill, trees are at risk of being taken down more frequently.

Dugan facilitated the group through a presentation about trees. She said she took a seven-week course to become a Portland tree steward costing only \$25 and said scholarships are available.

"The training provides an overview of tree biology, identification, pruning and maintenance, proper planting techniques, and ecosystem services," she explained.

"We also learn about pests and pathogens of the urban forest, and urban forest management and policy."

"I have always been a tree lover," Dugan said. She graduated from Oregon State University in the forestry program.

"No previous experience is needed to become a neighborhood tree steward," she said, "but you do need a passion for trees, a desire to learn, and the commitment to help."

Her presentation explained that trees benefit the air, improves water quality, provide wind breaks, and reduce cooling costs in the summer.

"Businesses make higher profits when trees are present," she continued. "It also reduces flooding, especially needle and broadleaf evergreens."

"They also provide wildlife habitat, reduce erosion and carbon dioxide, and offer visual and sound buffers."

Dugan then explained certain trees can be designated as a heritage tree. For private properties, consent of the owner is required. Anyone can nominate a tree in the right-of-way.

Nominations are due by May 1 each year. In June, the tree is reviewed by a city arborist. In

(Continued on Page 6)



One of Multnomah Village's heritage trees, a *cryptomeria japonica*, is located outside of the Multnomah Arts Center. It was designated a heritage tree by the Portland City Council in 1995. (Post photo by Erik Vidstrand)

Light rail advisory committee meets, environmental review phase begins



A new Southwest Corridor Light Rail Community Advisory Committee has begun monthly meetings. (Photo courtesy of Metro)

By Erik Vidstrand
The Southwest Portland Post

The new Metro Light Rail Community Advisory Committee held its first meeting on Feb. 6 at the Multnomah Arts Center. The meeting was open to the public and public comment was provided.

While not available at press time, the committee's monthly meeting dates and materials will be posted on the project website: www.swcorridormap.org.

[swcorridormap.org](http://www.swcorridormap.org).

Staffs from local jurisdictions and agencies continue working together as the Southwest Corridor light rail project begins the environmental review phase. During this period, Metro and TriMet will work closely with the Federal Transit Administration to identify significant impacts of the remaining routes under consideration.

"There is a lot of new information to collect and understand so our staff will be busy for several months," said Eryn Kehe, the project senior

communications specialist.

The steering committee, consisting of project partners, elected and appointed officials, will take a few months off before reconvening later in 2017. The steering committee makes final recommendations to the Metro Council and other jurisdictions for the Southwest Corridor Plan.

"The city of Portland has appointed Commissioner Dan Saltzman," said Dylan Rivera of the Portland Bureau of Transportation.

"A 45-day comment period is planned in early 2018," Kehe said. "The public and other agencies can then review the draft environmental impact statement."

In the meantime, citizens can hear what other people in the community have said about transit in a set of videos featured on the project website.

"Consider sharing information with your friends and neighbors," Kehe suggested. "Ask a friend today, 'Have you heard of the Southwest Corridor light rail?'

"Let them know why you are interested in the project, and encourage them to visit the website to learn more."

The next Metro Light Rail Community Advisory Committee meeting will be Monday, March 6, at 6:30 p.m. in room 30 at the Multnomah Arts Center.

Don't forget to renew your subscription. Form on Page 2.

The Southwest Portland Post
4207 SE Woodstock Blvd #509
Portland, OR 97206

Improving our Southwest pedestrian environment means budgeting funds, identifying trails

OPEN FORUM

By Glenn Bridger and Don Baack

Pedestrian connectivity is the key to allowing residents to move about our community.

SWTrails is in the process of working with the city of Portland to identify key pedestrian connections around all of Southwest Portland.

We are working with neighborhood associations to

identify existing rights of way, many heavily used, that could be improved to be better pedestrian or pedestrian and bicycle trails.

Unimproved existing rights of way are promises of connections that have never been fulfilled.

They are presently a no-man's land, open for public access, but in many cases not easily traversable by kids headed for school or residents wanting to walk for exercise.

There have been questions of liability for adjacent owners when these public lands are used.

Recent state legislation has taken aim at the liability issue when trails are improved or maintained by a non-profit organization such as SWTrails.

To bring the relief intended by the legislation regarding trail use, City Council approval of that use must be provided.

SWTrails is working with the city of Portland as it begins a project called SWIM (Southwest In Motion), a funded effort to identify, price out, and set general priorities

within categories of all the active transportation projects across Southwest Portland.

The SWTrails' effort is to identify the hundreds of existing trail connections, most of which are already in use by our Southwest residents, put them on a map and/or a list, obtain public comment and then get the Portland City Council to approve the list and map.

This action will formalize more of these trails we rely upon as an

(Continued on Page 3)



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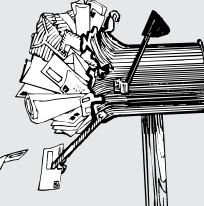
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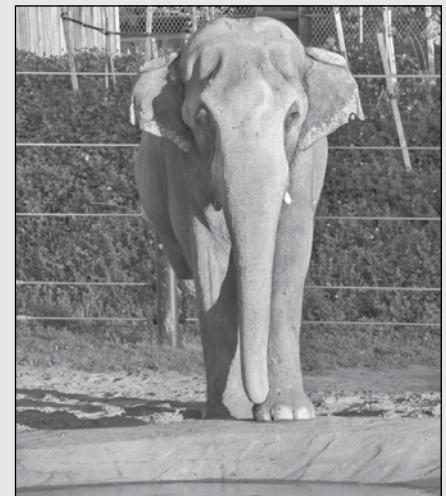
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Letters to the Editor



Longtime zoo resident Packy the elephant will be missed by many



Packy approaches a wading pool in the south habitat of Elephant Lands. (Photo by Michael Durham, courtesy of the Oregon Zoo)

know that it was in our possession and they borrowed it for one of his big birthdays. Packy brought a lot of joy and also notoriety to Portland and he will certainly be missed by many generations of Oregonians.

Patti Waitman-Ingebretsen
Multnomah

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Editor & Publisher.....Don Snedecor
Reporters / Writers.....KC Cowan, Jack Rubinger,
Erik Vidstrand
Copy Editor.....Janet Goetze
Advertising Sales.....Don Snedecor
Graphic DesignLeslie Baird Design
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Committee hopes to attract grocery store to replace Strohecker's

SWHRL NOTEBOOK

By Jack Rubinger
The Southwest Portland Post

Despite the "snowpacolypse" which seemed to bring activity in Southwest Portland to a grinding halt, the Southwest Hills Residential League finally conducted its quarterly membership meeting in early February.

Among issues addressed were concerns about snow and safety in Southwest Portland. Ice is definitely the danger up in the hills and it traps people where they can't leave their homes by car, and there are no nearby walkable services.

SWHRL president Nancy Seton opened the meeting with a plea for new board and committee members.

Seton explained that the SWHRL board, committees and other volunteers perform a vital role monitoring issues that could impact livability, communicating these issues to residents, advocating with government agencies and developers for the neighborhood's interests, and building community throughout various educational forums, events and projects.

"With new volunteers, we can continue this important work to protect and enhance our community," said Seton.

The current board offers a wide variety of skills, knowledge, life experiences, resources and contacts which can be drawn on to deal with transportation, land use, schools, emergency preparedness, public safety, parks, and other issues.

Board members include Nancy Seton (president/land use chair), Sean Baioni (vice president), Margaret Gossage (treasurer), Kara Stone (secretary), Kady Al-Saeed, Mark Christensen, Bill Failing (Strohecker's committee chair), and Ryan Fedie (transportation chair). Volunteer Rob Wilcox has worked hard on other transportation projects.

Meeting discussions focused on:

- The Southwest in Motion Active Transportation Initiative (set priorities for trails, steps, and bike lanes).
- Wildwood Trail Pedestrian Bridge over Burnside (ready for funding).
- Land use and transportation updates, including the subdivision proposed for Southwest Broadway.
- Strohecker's update (property up for sale).
- Playground equipment in Southwest Hills parks.
- Vista-Spring Restoration Project (informal pocket park with native plants and a seating area).

"One of the top challenges facing the board this year is filling vacant board and officer positions," said Seton.

"Also critically important is

outreach – getting neighbors involved and getting feedback on issues that concern them so we can create relevant goals, and accurately represent their concerns in dealings with the city of Portland and developers with proposals to build in the neighborhood."

Staying on top of the Strohecker's replacement issue, being prepared

to respond to any proposals for redevelopment on the site, and reaching out for support from the city are also important.

Until January 2016, Strohecker's was the only grocery in the SWHRL neighborhood, not to mention post office, pharmacy, liquor store, espresso bar, and dry-cleaning service.

The Strohecker's committee plans to continue as a neighborhood watchdog to see that future plans for the property are grocery-specific, and that any future plans must be beneficial to the character of the neighborhood.

Public transportation and walkability are also major neighborhood issues.

The SWHRL neighborhood is



Strohecker's grocery store closed in January 2016.
(Photo by Mike Benner, KGW)

lobbying for restored and enhanced bus service. Currently, area buses with service to downtown only run during commuting hours, and not on evenings or weekends.

Group members strongly support TriMet's proposal to join lines #39 and #51 to link service from Lewis & Clark College, through Hillsdale, up Dosch Road, through Portland Heights to downtown.

Residents are frustrated that bus routes in other parts of the city get more enhancements, when they have no service mid-day, evenings or weekends and have long steep hikes to the nearest grocery, and other services. This has been especially painful during the recent snow and ice, when the area bus doesn't run at all.

Portland school district may reopen George Smith School in 2019

ASHCREEK NOTEBOOK

By Jack Rubinger
The Southwest Portland Post

Ashcreek is a quiet neighborhood with only a few businesses and a population of about 6,000.

Its heritage is rolling farm and pasture land, and only in the last 10-15 years has there been any significant housing infill.

Most of that has been harmonious with neighborhood character, but is an important area to watch to make sure that the city's housing infill policies are respectful of neighborhood character and livability.

In addition, Ashcreek is one of the many Southwest Portland neighborhoods that are park deficient, have few sidewalks and safe pedestrian and bike routes to schools and services.

As the population grows, especially among school-aged kids, the city's willingness to invest in infrastructure to serve the neighborhood will be very telling.

"The school district is considering re-opening George Smith School at Southwest 52nd (Avenue) and Marigold (Street) as early as 2019," said Dean Smith of the Ashcreek Neighborhood Association.

"In the works are changes in neighborhood boundaries to make Southwest Taylors Ferry Road the boundary between Ashcreek and Crestwood neighborhoods."

According to Smith, this would reduce Ashcreek's population by

about 1,000 residents and make the neighborhood boundaries more rational and understandable.

Proposed boundary changes will be voted on by Ashcreek Neighborhood Association residents on Monday, March 13, at 7 p.m. at the Multnomah Arts Center (Room 30), 7688 SW Capitol Highway.

Smith said that Ashcreek heroes include Marianne Fitzgerald, who has been a longtime advocate for transportation infrastructure improvements all over Southwest Portland, and Dave Manville, who has worked diligently in the neighborhood and in Woods Memorial Park Natural Area.

Manville, Jack Klinker and Michael Kisar are resurrecting the Neighborhood Emergency Team preparedness program for the Ashcreek and Crestwood neighborhoods.

OPEN FORUM

(Continued from Page 2)

active transportation network in our community.

Once the list is approved, SWTrails or other non-profit organizations can easily work with the adjacent land owners, the community, neighbors and others to build and/or maintain the connections as time and resources permit.

SWTrails is in the process of requesting funds be included in the Portland Bureau of



Smith Elementary School closed in 2005 due to declining enrollment and a shrinking district budget. (Photo by Bryan M. Vance, OPB)

"The work of these four people has been a major factor in recent successes at getting funding for capital improvements at the Garden Home Road and Multnomah

Boulevard intersection, as well as bicycle and pedestrian infrastructure projects on Capitol Highway between Multnomah Boulevard and Barbur Boulevard," said Smith.

Transportation budget to maintain our 40+ miles of Southwest urban trails, the routes marked with the brown sign with a number, an arrow and a white walker symbol.

Will adjacent owners still have liability for actions on these public lands next to their lots? They should secure direct legal advice on that issue.

As we work to build and maintain an active transportation trail network with you the community, we will be asking for city resources for materials, a very nominal sum.

SWTrails volunteers get no

compensation. Join us at our next work party. Visit www.SWTrails.org to sign up for monthly updates.

Glenn Bridger, now retired, spent a long career with the Federal Highway Administration and HDR, a national engineer consulting company. Bridger is past president of Southwest Neighborhoods, Inc. Don Baack is a retired timber executive who after retiring organized SWTrails to help improve the pedestrian and bicycle environment in Southwest Portland. Both Baack and Bridger currently serve on the board of SWTrails PDX.

COMMUNITY LIFE

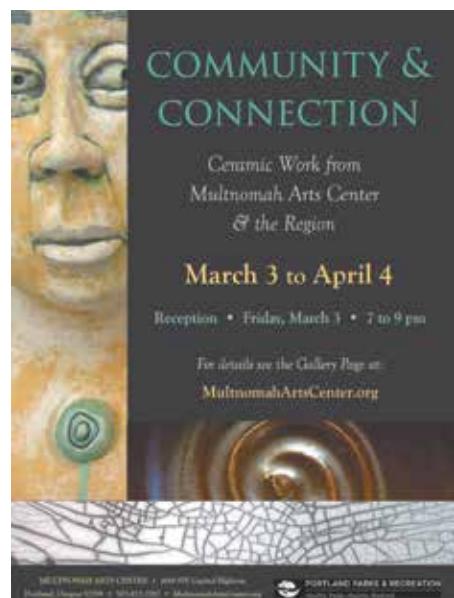
By KC Cowan
The Southwest Portland Post

3 Live and Local

They've been called the "keepers of the flame" for American roots music. Hear them live when O'Connor's Vault in Multnomah Village welcomes Rich Layton & the Troublemakers, with special guest Jon Koonce, Friday, March 3 at 7:00 p.m. For more information contact Matt Miner at 503-484-8196 or mattminermusic@gmail.com.

Serious Comedy

Lakewood Theatre Company presents the modern French dramedy, God of Carnage. When two 11-year-old boys get into a fight at the park, their parents meet for the first time to discuss the disastrous outcome. It doesn't go well. Performances are Thursday – Sundays, March 3 through April 9. For tickets, call 503-635-3901 or order online at www.lakewood-center.org.

**Ceramics Showcase**

"Community & Connection," an exhibit of ceramic works from the Pacific Northwest, goes on display Friday, March 3, at the Multnomah Arts Center gallery, 7688 SW Capitol Hwy. The show coincides with the National Council on Education for the Ceramic Arts conference, being held in Portland March 22 through 25. For more information, contact the MAC at 503-823-2787.

4 History Talk

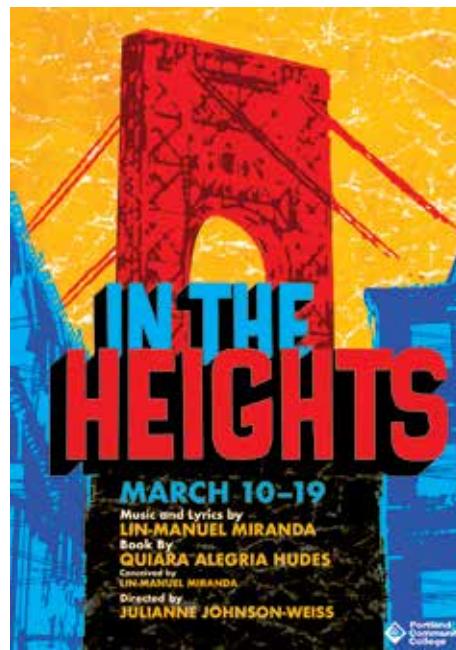
The Garden Home Community Library will host author Don Nelson for a history presentation about "The Sons of Slabtown & Tales of Westside Sports." This free event is Saturday, March 4 at 1:30 p.m. at the Garden Home Community Library Annex, 7306 SW Oleson Road. The book is available for purchase. For more information, contact Heather Waisanen at 503-245-9932 or heatherw@wccls.org.

Blood Drive

During Red Cross Month in March, the American Red Cross encourages eligible donors to donate at numerous blood drives including Saturday, March 4, from 10 a.m. to 3 p.m. at the Raleigh Hills Fred Meyer store, 7700 SW Beaverton-Hillsdale Highway. Make an appointment to become a hero to patients in need by downloading the free Red Cross blood donor app, visiting www.redcrossblood.org or calling 1-800-RED CROSS (1-800-733-2767).

10 Hip Hop Musical

Portland Community College departments of Visual Arts, Performance Arts and Design



present the Tony Award-winning musical "In the Heights." This high-energy show features hip-hop dancing and Latin-flavored music that will have you dancing and singing along. Opening night is Friday, March 10, and runs through March 19 at the PCC Sylvania Performing Arts Center Theater, 12000 SW 49th Ave. For tickets and show times, visit www.pcc.edu/about/theatre.

11 Seed Celebration

If you are a seed saver, gardener, farmer, earth-lover, artist, or pollinator, come to the community seed exchange, music, and story-telling event at the Tryon Life Community Farm, 11640 SW Boones Ferry Road. The event is a fundraiser for TLC Farm's new Ethnobotanical Education Program designed to support youth in exploring and understanding the beauty and necessity of our relationship to plants as humans.

Saturday, March 11, 12:30 – 4:30 p.m. Suggested donation is \$10-20 per person or family. For parking or more information visit www.tryonfarm.org.

SW Trails

The walk on Saturday, March 11, will head west mostly along the route of SW Trail #3 through several natural areas and parks to the new April Hill Park Natural Area where hikers will pause at the new overlook wetland viewing stand. The walk is about 6 miles. Meet behind the bleachers, at Wilson High School (Southwest Capitol Highway at Sunset Boulevard) and be ready to go by 9 a.m. For more information, or to volunteer to lead a walk in your neighborhood, email Sharon Fekety, fekety@hevanet.com or visit www.swtrails.org.

21 Read to the Dogs

Improve your reading skills and make a new friend by reading aloud to a therapy dog at the Capitol Hill Library, 10723 SW Capitol Highway, on Tuesday, March 21, 4 – 5 p.m. The dogs and handlers are from Pet Partners®. Registration required; call 503-988-5123.

28 Collage and Assemblage

Create a collage with exciting and unusual materials from SCRAP! Participants will have access to a variety of paper and small objects to re-purpose into a work of art. Find your inner artist! Tuesday, March 28, 11 a.m. to noon at Capitol Hill Library, 10723 SW Capitol Highway. For more information, call 503-988-5123. Free.

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Stormwater management a major concern on Capitol Highway project

By Erik Vidstrand
The Southwest Portland Post

Stormwater management was on everyone's mind at the Southwest Capitol Highway subcommittee meeting in early February.

Record rainfall had recently fallen in the area causing widespread flooding, landslides, and road closures making this topic appropriate.

Residents who live along the stretch of Capitol Highway between Barbur Boulevard and Spring Garden Road have been afflicted with water run-off problems for years.

City project managers were on hand at the meeting to share stormwater and roadway plans for the proposed highway improvements.

Tim Kurtz, the Bureau of Environmental Services project manager, presented first.

"Water goes where it wants to,"

Kurtz told the 30 or so residents in the room, "such as ditches and culverts. In the case of Capitol Highway, it has a nice pavement but the side roads are not so good and many are unimproved."

"Water came into our guestroom," said Patti Waitman-Ingebretsen, who has lived along Capitol Highway for 40 years. "It then flooded through the wall into the family room. We had to move everything and unload book shelves."

Waitman-Ingebretsen said she and her husband were up until 2 a.m. sopping up over six gallons of water out of the rug pad alone.

"This has been the worst we've ever seen since living here," she said.

Recently there have been frequent road closures, overwhelmed storm drains, and water quality issues.

Kurtz explained that gray water needs to be mixed with lime which reduces acidity, improves fertility and oxygen levels, and acts as a filter.

"By tracking habitat, hydrology, sanitary overflows, and routes of conveyance," Kurtz explained, "we have a better idea on how to manage the water."

"The city now has a strict set of water management requirements," Kurtz continued. "This includes flow control, water quality drainage reserves, and green street details."

Streets that use vegetated facilities to manage stormwater runoff at its source are referred to as a "green street."

Kurtz added that the bureau also has to collaborate with

the drinking water unit, fire and rescue for emergency access, parks, and urban forestry.

"On top of it all," Kurtz said, "we have to coordinate with Oregon Department of Transportation, TriMet, and Metro who are planning the nearby light rail line."

Water management has many names. The most popular ones the city uses include basins, eco-roofs, green streets, planters, ponds, and swales.

The first Portland bioswale was built 20 years ago and is located at Southwest Palatine Hill Road and 47th Avenue. Now there are more than 1,800 bioswales. In 2004, the city adopted the Green Streets Program.

The project manager explained that Capitol Highway has extra special issues like unimproved rights of way, private yards, encroachments, trees, fences, and retaining walls.

"We also have to factor in infiltration, bedrock, clay, and topography," Kurtz went on. "Water also causes havoc when leaves clog storm drains and gravel remains in roadways."

Someone asked whether some of the basins holding water become a host for mosquitoes. Kurtz responded that the city has a great relationship with the county vector control.

"Typically, we don't have problems," Kurtz replied, "but if water remains for a while, it does. Mosquitoes love plants for shelter but actually people's

(Continued on Page 6)



City staff and neighbors inspected storm drains and pavement issues along Southwest Capitol Highway last summer. (Post photo by Erik Vidstrand)



A typical basin bioswale captures water at Southwest Barbur Boulevard and Capitol Hill Road.
(Post photo by Erik Vidstrand)

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Heritage Trees

(Continued from Page 1)

the summer, property owners are notified.

"Trees are presented to the Urban Forestry Commission in the fall," Dugan continued. "The following spring, trees are presented to city council for review and approval."

Certification of a heritage tree binds all successors and heirs to prohibit cutting the tree down. The tree code has been updated and does allow for the cutting of dead, dying, or dangerous nuisance species. These include holly, tree-of-heaven, and laurel to name a few.

In addition to stewards, Dugan stressed that tree team members are needed in Multnomah Village area. These quarterly meetings involve a whole day which includes breakfast and lunch, planting low-cost trees, ivy removal, and a workshop on how

to select a tree for the neighborhood.

Neighborhood questions planning for infill and middle housing

In her land use report, Leslie Hammond, vice-chair, went over written minutes of a recent Portland city council meeting to see if the council portrayed infill issues correctly. She compared the minutes to the document the city had drafted and seemed to differ.

According to Hammond, commissioners Nick Fish and Amanda Fritz have said they have some reservations about the Portland Comprehensive Plan amendment for infill and middle housing.

"We have a chance to get our foot in the door," Hammond said. "We need alternatives. The city is being bombarded by builders and legislators advocating for doing

away with single family homes. I'm feeling optimistic. We need to make a clear case of what we want and what we don't want."

Chair Martie Sucec added, "There are anywhere from 40,000 – 100,000 empty lots to develop in the Portland area," "(Newly-elected) Commissioner Chloe Eudaly is not a homeowner, she is a renter, and thus doesn't fully understand what policies can do to homeowners."

Sucec said she was referring to the support Eudaly may or may not have for the Comprehensive Plan.

"She was elected for all, not just renters," Sucec said.

One Post reader email asked whether the Stop Rezoning lawn signs had any effect. Land use chair Jim Peterson responded that the signs got the word out to the neighborhood that the city was changing the zoning of the single-family homes in the neighborhood

to multi-family.

"It also is sending a message to the city," said Peterson. "The neighborhood association has a draft objection for Task 4 of the 2035 Comprehensive Plan on the Middle Housing Amendment."

According to Peterson, "The objection will be filed after the city sends out the notice.

"Hopefully, the Oregon Department of Land Conservation and Development rules in favor of the MNA objection. The fight for saving a thousand single-family homes in the city is far from over," Peterson said. "The signs have made a difference."

The next Multnomah Neighborhood Association is scheduled for Tuesday, March 14, from 7–9 p.m., in Room 30 at the Multnomah Arts Center. For more information on all tree programs, please call 503-823-TREE or go to www.portlandoregon.gov/parks/45124.

Capitol Highway

(Continued from Page 5)

clogged roof gutters are worse."

Vegetation maintenance is the city's role and Kurtz assured everyone they try to stay on top of it.

"But the plant liners get clogged," another person stated. "How often do these get cleaned?"

"There's not much clogging," Kurtz said. "Before 2008, we had bad filter fabric and got rid of it. It's much better now."

Kurtz said both environmental services and transportation bureaus are now collaborating with each other in a formal structure. A summit was held last year which was well attended and which the Post covered.

"Environmental services will be contributing an undetermined amount of funds," Kurtz said. "The highway will be funded in part by the gasoline tax, and hopefully state funds."

Continuous sidewalk planned for east side of Capitol Highway

Steve Szigethy, Portland Bureau of Transportation project manager, has been assigned the roadway portion of this project. He addressed concerns about the transportation

bureau not getting too far ahead of environmental services.

"After many online comments, letters, advisory meetings, a walking tour last July, and a smaller walk in October," Szigethy began, "both bureaus have taken in information to address most issues."

The main takeaways include sidewalks and bike lanes, transitions from side streets, and mitigating impacts especially with people living along the road.

"We know you all want to keep a rural feel to the area," Szigethy said. "There are concerns about mixed bicycle/pedestrian trails. Delineations between other parts of the bike lanes are requested and protection between cars and bikes is desired."

According to Szigethy, one thing is certain: there will be a continuous sidewalk on the east side of Capitol Highway. Szigethy explained that the west side multi-use path will still allow for 12-foot driving lanes.

Szigethy shared a short compilation of some of the main concepts.

Narrow planters will be located in some portions of the road between the bike lanes. Hardscape will be constructed for waste bins and mailboxes. There will also be some

narrower buffers.

Three locations will most likely have water quality facilities where water can be filtered. There will be constrained portions of the road with little to work with close to property lines. Raised pathways will be designed at these locations.

"We're working closely with [Portland General Electric] to relocate or work around some power poles," Szigethy explained. "Survey crews will be out in the coming month tallying trees and poles."

With some sloped areas, walkways will be designed higher or lower than the slope. When it comes to bus stops, Szigethy explained that there is no room for a traditional shelter.

"There will be fewer bus stops but they will be improved with crosswalks," Szigethy continued.

On-street parking will be in limited locations where properties now have no off-street parking.

Ground breaking is scheduled for 2019 and construction will last approximately one year. There will be limited road closures and some possible night work as needed.

Szigethy stated that city budget hearings will be held in May and the final budget approved by June. All are open to the public.

Capitol Highway Subcommittee chair Chris Lyons announced that the project was a major priority of the city of Portland's 2017 state legislative agenda.

According to a report from the Office of Government Relations, "State assistance is needed to complete critical safety infrastructure improvements on Southwest Capitol Highway and connecting with state facilities is of pressing importance."

A Fix Our Streets open house has been scheduled for Thursday, March 23, from 6 to 8 p.m. at the Multnomah Arts Center, 7688 SW Capitol Highway. It will cover a variety of Southwest Portland transportation projects including Capitol Highway improvement plans.

Commissioner Dan Saltzman, who has been reassigned to the Bureau of Transportation, is scheduled to be in attendance. The transportation bureau plans to share an aerial map at the event after a brief presentation.

For road maintenance issues, the number to call is (503) 823-1700. For green street routine maintenance, call (503) 823-1424. For more information on the Capitol Highway project, please contact Chris Lyons at chrislyons7@yahoo.com.

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Excellent SW Portland references

Remember when Copeland Lumber was located on Southwest 31st near Capitol Highway?



Copeland Lumber, Multnomah, 1985. (Photo courtesy Multnomah Historical Association)

OLD MULTNOMAH

By Tim Lyman

Editor's Note: A display advertisement for Copeland Lumber Yards appeared in the Sunday Oregonian, May 31, 1925. Mentioned at the bottom were five locations including Southeast 72nd Street, Portland; Vancouver, Washington; Forest Grove, Oregon; Olympia, Washington; and Multnomah Station, Portland. —Don Snedecor

Joseph W. Copeland was born at Sumner, Iowa, on Aug. 31, 1886. His father, Joseph, taught him the lumber business in yards acquired or opened in Cresco, Perry, Toledo and Gardiner, Iowa.

Copeland graduated from high school at Cresco, Iowa, and then matriculated to the University of Minnesota, fully intending to become a lawyer, but that never happened — his father got the urge to go west.

The Copeland family moved to Hood River, Ore., to enter the fruit growing business in 1908. It was at Hood River that young Joe, then 22, worked in the Hood River Bank and Trust Company.

He also became an officer. Lee A. Copeland, Joe's older brother, got the family back in the lumber business with purchase of retail yards at Meridian, Kuna, Star and McKermit, Idaho. (McKermit no longer exists)

After a few years in the fruit business, father Joe exercised a

\$10,000 mortgage he had on a lumberyard in the Lents district of Portland.

Stock was purchased until 1912, and the elder Copeland was in the retail lumber business on the West Coast for the first time.

In 1920 Copeland Lumber Yards had only five outlets and 20 employees. Only two additional yards had been added by 1927. In the meantime, however, father Joseph, 72, died on March 7, 1924.

And death struck the hierarchy of the Copeland organization again in 1926 when brother Lee Albert Copeland died at the age of 43.

Joseph William Copeland, then 40, became president and chief executive officer in 1926. He guided the growth and destiny of the company for 47 years, until stepping aside to become board chairman a few days before his 87th birthday in 1973.

In those 47 years, Joe Copeland increased his number of yards until they totaled 84 on Feb. 15, 1974.

Perhaps the most distinguishing mark of Copeland Lumber Yards, Inc., was the use of bright, Halloween orange on the buildings and a big black cat insignia.

This all came about when the company, in its early expansion days, purchased the Fenton Lumber Company of Fenton, Idaho. The orange color and black cat were trademarks of the Fenton firm.

In 1973, when Joe Copeland was

elevated to board chairman, he was succeeded by his only child, Helen Joe, who was married to William Alexander Whitsell.

In 2000, Helen Joe decided to sell the company and retire. At that time Copeland Lumber had 68 retail outlets in Oregon, Washington, California, Nevada and Arizona; 1000 employees, and annual sales of \$200 million.

There was no single buyer for all Copeland's stores, so the company was broken apart and groups of

stores sold to different companies.

The Copeland Lumber name lives on in Newport, Florence, and Waldport, Ore.

In 1999 a group of its employees got together and purchased the Newport and Waldport yards from Copeland Lumber Yards Inc., and have since opened another store in Florence.

Tim Lyman is president of the Multnomah Historical Association. Research material for this story was provided by the World Forestry Center.

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Dear EarthTalk: Isn't the increasing urbanization of our world good for reducing our carbon footprint given the efficiency benefits of greater density?

—Simon Vorhees, Oak Park, Illinois

No doubt, the increased density of big cities leads to less energy use and fewer greenhouse gas emissions per capita.

"The biggest factor is transportation, first, simply because trips get shorter, and second, because trips are more likely taken by transit, biking and walking, which are more energy efficient than cars," said Dan Bertolet of Sightline Institute, a Seattle-based sustainability think tank.

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"Density also leads to less energy use in buildings for two reasons: The housing tends to be smaller, and the shared walls/floors/ceilings in multifamily buildings help conserve heating and cooling."

To Bertolet's point, a recent study published in the Proceedings of the National Academy of Sciences examining projected emissions from buildings in a variety of urban areas confirms that denser development is more effective at reducing greenhouse gas emissions than weather-proofing or other efficiency-oriented infrastructure upgrades.

But researchers warn that increased density alone isn't enough to drive emissions lower overall given a host of other factors.

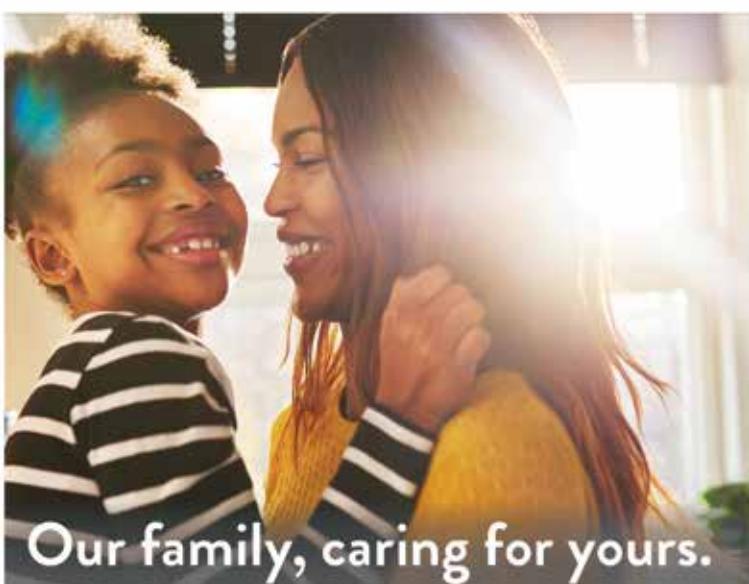
"Urbanization is often accompanied by higher incomes, higher economic activity and more consumption," said Burak Güneralp, geosciences researcher at Texas A&M University and the study's lead author.

"So any gains in per capita consumption due to greater density in urban areas may be exceeded by the increase in per capita consumption due to higher incomes."

Also, said Güneralp, efficiency benefits of increased density can backfire if not directed by thoughtful policy. "For example, too high a density coupled with poor planning

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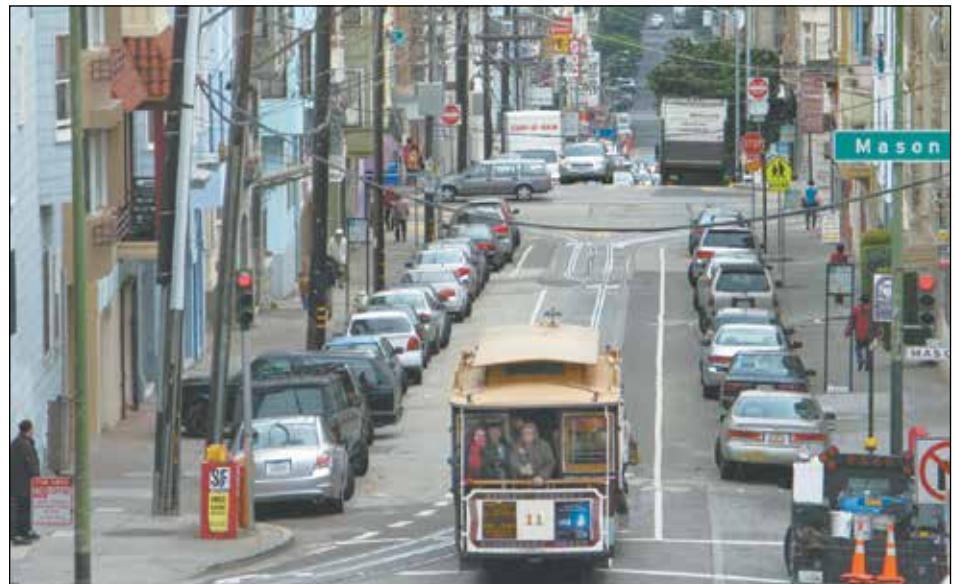
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San Francisco, with upwards of 18,000 people per square mile, is the second densest major U.S. city behind New York. (Photo by Dave Glass, FlickrCC)

can lead to traffic congestions, which can increase fuel consumption hence carbon emissions."

Another downside of density is the so-called "heat island effect," where development-crammed, pavement-capped city centers can be some 20 degrees hotter than surrounding areas.

This leads to increased energy consumption as more people crank the air conditioning, elevated emissions of potentially hazardous air pollutants from tailpipes and outflow stacks, and impaired water quality as streams, rivers, lakes and coastal areas get flushed with overheated toxin-laden run-off.

Poorly managed development outside the urban core, a.k.a. urban sprawl, can also counteract the carbon footprint gains of increased density downtown.

Sprawling suburban development uses more land per capita and forces people to drive long distances in private cars to get to work, school and shopping.

"Metropolitan areas look like carbon footprint hurricanes, with dark green, low-carbon urban cores surrounded by red, high-carbon suburbs," said Chris Jones, a researcher with UC

Berkeley's Renewable & Appropriate Energy Lab.

"Unfortunately, while the most populous metropolitan areas tend to have the lowest carbon footprint centers, they also tend to have the most extensive high-carbon footprint suburbs."

For his part, Güneralp said careful planning is key. "The important point is that when we think about urbanization and its environmental impacts, we need to consider trade-offs and co-benefits of different approaches as well as the local context," he concluded.

"Particularly in growing cities in the developing world, such efforts can improve the well-being of billions of urban residents and contribute to mitigating climate change by reducing energy use in urban areas."

Contacts: Sightline, www.sightline.org; National Academy of Sciences study, www.goo.gl/sxqH0E; Renewable & Appropriate Energy Lab, www.rael.berkeley.edu.

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