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# The Southwest Portland Post



Southwest Portland's Independent Neighborhood Newspaper

**INSIDE:**  
New sidewalks,  
trees and swales  
planned for  
Multnomah Village  
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Volume No. 20, Issue No. 8

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June 2012

## Macadam Avenue neighbors at loggerheads over Sellwood Bridge alignment

By Lee Perlman  
*The Southwest Portland Post*

Last month some 60 residents along Southwest Miles Place south of Willamette Park, and the Macadam Bay houseboat moorage north of the Sellwood Bridge, offered testimony on how future access to Macadam Bay should be provided.

Each of the two camps professed good will toward the other, and each championed a solution that the other found abhorrent.

As part of the construction of a new Sellwood Bridge, Multnomah County and the Oregon Department of Transportation plan to move Highway 43 (Southwest Macadam Avenue) slightly to the east, making the old Macadam Bay driveway unusable.

Project staff has developed a dozen alternative proposals for a new access. Some would have the driveway go through Freeman Motors and utilize its existing driveway.

Others would create a new road through Southwest Miles Place or Miles Street, expanding and improving that road to handle increased traffic. The cost estimates ranged from \$3 million

to \$6 million.

Dennis Mitchell of ODOT said that his agency could not agree to install a new traffic signal anywhere on Macadam because it did not meet professional standards, or "warrants," to justify such an installation. The only existing signalized intersection on this part of Macadam is at Southwest Miles Street and Taylors Ferry Road.

Miles Place residents spoke to its unique character. "I've never felt such a sense of community as on Miles Place," Denis Schure said. "That alley is primarily a pedestrian and bike environment."

Using it for Macadam Bay traffic would mean a phenomenal increase in cars that would obliterate it," Schure said.

Douglas Barbour, who said he was "born and raised" on Miles Place, recalled ice being delivered by horse-drawn carriage on the street, and coal by truck.

Denise Kronowski, whose father lives on Miles Place, said, "I'd hate to see it changed." A new access road there would, among other things, necessitate the removal of Butterfly Park on the north end of Miles Place.

"I think other options would serve Macadam Bay," she said. Using Free-



Denis Schure stands near his house on Southwest Miles Place. To preserve his narrow street, Schure is in favor of a U-turnaround at Taylors Ferry Road as well as a new driveway to access Macadam Bay houseboats next to Freeman Motors. (Post photo by Don Snedecor)

man Motors would involve "overall the least risk, and remove the fewest trees."

Several business owners on Miles Street said that additional traffic there would interfere with access and force them to move, or at least downsize and lay off workers.

Some Miles residents and businesses belittled the negative impact to Macadam Bay of a Freeman Motors access. Attorney Keith Benjamin, representing Autoworks Northwest, said the proposed access will leave Freeman Mo-

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## School district educates Hillsdale neighbors on possible construction bond measure

By Jillian Daley  
*The Southwest Portland Post*

Since voters rejected a \$548 million bond to upgrade Portland school

buildings on May 17, 2011, school district officials have been reaching out to the community to find out why the bond failed and what the community wants.

Nearly a year later, an educational



Portland Public Schools' Erin Hoover-Barnett, HNA president Mikal Apenes, PPS board member Ruth Adkins and Wilson High School principal Sue Brent, discuss the next construction bond at the Hillsdale Neighborhood Association meeting, May 2. (Post photo by Jillian Daley)

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The Southwest Portland Post  
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presentation May 2 before the Hillsdale Neighborhood Association seemed particularly timely. It was just shy of the one-year anniversary of the day voters said "no" to the bond by a margin of about 600 votes.

Hillsdale neighbors listened to Portland Public Schools spokeswoman Erin Hoover-Barnett, who touched on not only the failed bond but also massive cuts the school district is proposing to close a \$27.5 million budget shortfall next fiscal year. The school board is scheduled to adopt the 2012-13 school budget on June 25. Next fiscal year begins July 1.

Hoover-Barnett pointed to sparks of hope for Portland schools: student performance at academic milestones such as seventh grade writing rose by at least five percentage points from 2009-10 to 2010-11. The performance gap between white students and students of color also narrowed, Barnett said.

She added that the outreach effort has deepened the school district's community connection. Another construction bond could be on the table, depending on whether the school board, after looking at community input, decides in June to refer a bond to the ballot in November 2012 or May 2013.

Voters did approve a local option levy that also was on the May 2011 ballot, which pays for teachers and operational support, but the construction bond's failure halted the school district's plans to renovate and rebuild schools.

One Hillsdale neighbor asked whether students need buildings in a time when they can do much of their work online. Hoover-Barnett said many students may not have a place to study at home, and a teacher's guidance helps.

One man said he might have voted for the construction bond had he known schools were suffering so severely financially.

Hoover-Barnett said the failure of the construction bond is not directly tied to the school district's financial situation because such a bond could only have been used to build buildings.

An informational sheet she gave neighbors laid out the school district's main financial problems: K-12 education's share of Oregon's state biennial budget decreased from 45 percent in 2003-05 to 39 percent in 2011-13.

The recession, which lowered home values, decreased property tax collections, so the local option levy for staffing that passed last spring is bringing in less money than school officials had projected. Student enrollment is growing.

Cuts to balance the beleaguered budget could include 110 teaching positions (worth \$10 million) and 34 central office positions.

Neighborhood association president Mikal Apenes said at the May 2 meeting that his family stays in Portland because of the quality schools. As budgets cut school programs and pare back staff, other states' schools

(Continued on Page 7)

# New sidewalks, trees and swales planned for Multnomah Village

## EDITOR'S DESK

By Don Snedecor  
The Southwest Portland Post

At a cost of \$422,000 the Portland Bureau of Environmental Services (BES) is planning a reconstruction project in Multnomah Village.

The Multnomah Village Stormwater Project will include new sidewalks, 12 new street trees, two new swales to handle stormwater and a reconfiguration of the on-street parking between Southwest 35<sup>th</sup> and 36<sup>th</sup> avenues along Capitol Highway.

Money for the project will come from a "one percent for green public works" fund that all city public

works projects pay into. According to BES spokesman Stephen Sykes, the city "anticipates construction in the spring of 2013."

"We've been working closely with the Multnomah Village Business Association," explained Sykes.

Sykes said that while business doorways will be impacted, "The City is working with businesses to minimize the disruption by limiting duration of closure during normal business hours as much as possible."

Business owners had three major concerns: make a project that doesn't remove existing parking; improve the north side as well as the south; and "make a place where people want to hang out," said Sykes.

New sidewalks would range from six feet to nine feet wide. Some

businesses expressed interest in sidewalk cafes during a recent open house, but Sykes said it is up to the Portland Bureau of Transportation as to whether permits are issued. Current sidewalks are about six feet wide.

Because of the all the cement, the core area can be very hot in the summer months. So the new trees will provide badly needed shade.

When asked about the new street trees Sykes said "We're looking at non-fruiting trees, perhaps an ash or a flowering pear."

Sykes said BES is considering trees that "aren't too columnar, don't drop too many leaves, or grow so broadly as to cover necessary business signage."

The two new swales will face each other on the corner of Southwest 36<sup>th</sup> Avenue and Capitol Highway.

Cars, trucks and bicycles will share the new 17-feet-wide travel lane. "Sharrows," directional arrows that show bicyclists where to go and inform motorists of the shared lane, will be installed.

Sykes said that because of the narrower travel lane, current double-parking by delivery vehicles "would be more challenging" under the new configuration.

Currently, cars are parked in a diagonal direction on the south side of Capitol Highway, and in a parallel fashion along the north side.

That will be reversed with this project.

*Editor's Note: Residents, how do you feel about the Multnomah Village Stormwater Project? If you are a business owner or manager in the core area, how will you and your business be impacted? Contact Don Snedecor at 503-244-6933 or e-mail don@multnomahpost.com. We'll include your comments in an upcoming story.*

## POETRY CORNER

### The Tone of Voice

It's not so much what you say,  
As the manner in which you say it;

It's not so much in the language you use  
As the tone in which you convey it;

Words may be mild and fair

And the tone may pierce like a dart;

Words may be soft as the summer air,

But the tone may break a heart;

For words come from the mind

Grow by study and art —

But tone leaps from the inner self,

Revealing the state of heart,

Whether you know it or not

Whether you mean or care,

Gentleness, kindness, love, and hate

Envy, anger are there.

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— Harry Blythe



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web address: www.swportlandpost.com



Editor & Publisher: Don Snedecor  
Reporters/Writers: Jillian Daley, Stephanie Lodromanean, Lee Perlman  
Retail Advertising Manager: Harry Blythe  
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# Southwest residents consider future of Barbur Boulevard

## BARBUR CONCEPT PLAN

By Lee Perlman  
The Southwest Portland Post

Southwest residents would like to see medium – but not high – redevelopment on Southwest Barbur Boulevard.

This was the very shorthand version of feedback that the Portland Bureau of Planning and Sustainability's Barbur Concept Plan team received at a public workshop last month.

About 60 people attended the session at Cedarwood Montessori School. They came to give input to an examination of how the boulevard should be developed, and what it would take to bring such development about.

As planner Jay Sugnet put it, "What does Barbur want to be when it grows up?" Those who came were given electronic devices and asked to vote on what sort of redevelopment given "focus areas" of Barbur should have.

The choices were the sort of low-rise commercial development that

characterizes much of the street now, "main street" (a few stories of residential above ground floor retail), "mixed use" residential and retail, or "high-rise" residential. Those who participated consistently voted for mixed-use, the second-highest level of intensity.

Consultant John Fregonese said that as Oregon 99W, Barbur is part of "one of the main highways through the state." Locally it could "evolve into a boulevard where the next great thing happens. How should it evolve? Are there places you'd like to see improved or enhanced?"

According to Fregonese, "Barbur was rural until recently, and created at a time when it was assumed everyone would drive. But commercial buildings wear out faster," and create opportunities for redevelopment in a new direction.

In response to an objection from the South Portland Neighborhood Association, the Gibbs Street focus area has been expanded to cover a larger territory; the association had objected that the original boundary contained historic single-family homes

where redevelopment should not be encouraged.

In small-group discussions, those present differed on the suitability of the street for housing. Sam Pearson

of South Burlingame said the street is not suitable for housing "in any way, shape or form."

Don Baack of Hillsdale tended to  
(Continued on Page 8)

## Residents OK but two firefighters injured in Multnomah Village condo fire



Two firefighters sustained burns in a two-alarm blaze at The Village at Multnomah condominium complex located at 7939 SW 40th Ave, May 16. Six condominium units were involved in the fire, which resulted in eight people being displaced including seven adults and one baby. There were no injuries to residents. Damage to the \$2 million building was estimated at \$970,000. Portland Fire Bureau investigators have determined that the cause of the fire was improperly discarded smoking materials. (Post photo by Don Snedecor)

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The Post is seeking a freelance writer/photographer to cover Southwest neighborhood meetings, happenings, etc. E-mail cover letter, up to three clips, and current resume to: Don Snedecor, Publisher, The Southwest Portland Post, [don@multnomahpost.com](mailto:don@multnomahpost.com). Snail mail or fax OK. No phone calls, please.

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## Mayor's budget preserves funds for Southwest sidewalks and SUN schools

### CITY HALL

By Lee Perlman  
The Southwest Portland Post

Mayor Sam Adams' budget, published last month but still subject to change at press time, was kind to Southwest Portland in many ways.

It preserved about half the funding for the Neighborhood Small Grants Program, \$8 million worth of new sidewalk construction, and southwest's three SUN School programs. However, despite heavy lobbying, the budget does call for the closure of Fulton Park Community Center.

For the Portland Office of Neighborhood Involvement (ONI), the budget includes \$100,000 (half of last year's budget) for the citywide Small Grants program, given by Southwest Neighborhoods, Inc. (SWNI) and the city's six other neighborhood coalitions for special projects conceived by neighborhood associations and other grass roots groups.

SWNI's share will drop from \$23,000 this fiscal year to \$10,000. "We're really glad this program was preserved," SWNI Executive Director Sylvia Bogert told *The Post*. "There'll be more competition for the funds, but we'll work with it."

The ONI budget also included

cost of living increases for Bogert and other neighborhood personnel. Adams' budget also preserved \$16 million, split between southwest and East Portland, for the construction of sidewalks where they do not currently exist.

"The mayor kept his promise," SWNI Transportation Committee chair Roger Averbeck told *The Post*. "Both coalitions really need this." The budget also restored funds for street cleaning and maintenance, once on the chopping block.

There is a chance southwest can receive additional transportation funding this year. The State of Oregon has a \$20 million program to enhance bicycle and pedestrian facilities.

Portland can request a maximum of four projects, and SWNI is lobbying for the Southwest Barbur Demonstration Project, which would provide \$1 million worth of improvements between 19<sup>th</sup> and 26<sup>th</sup> avenues.

"The City should be looking at long-standing needs on major arterials where there are major safety concerns," Averbeck said.

The Bureau of Parks will preserve funding to continue SUN School programs at Jackson Middle School and Robert Gray elementary school, once considered in jeopardy. A third SUN program at Markham School receives funding from other sources.

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### NEIGHBORHOOD NEWS

By Lee Perlman  
The Southwest Portland Post

#### Grand opening scheduled for Gibbs Street pedestrian bridge

The grand opening celebration for the new Gibbs Street pedestrian bridge will be 10 a.m. to 2 p.m. June 23.

The bridge extends from Southwest Kelley Avenue to the South Waterfront, and is the first direct pedestrian connection in decades between parts of what was once a unified neighborhood.

There will be speeches by Mayor Sam Adams, among others, free rides on the Oregon Health and Sciences University aerial tram from 9:00 a.m. to 12:00 noon, and several community walks, according to project manager Jean Seneschal Biggs.

#### SWNI officers re-elected

The Southwest Neighborhoods, Inc. board of directors re-elected their officers last month, all running without opposition.

Those elected were Marianne Fitzgerald of Ashcreek, president;

Ken Love of South Portland, first vice-president; Sam Pearson of South Burlingame, second vice-president; Lynda Troutman of Marshall Park, treasurer; and Lee Buhler of South Portland, secretary.

The election stood in sharp contrast to the previous year, when there was sharp conflict for several of the officer positions.

#### SWNI volunteers to be honored

Southwest Neighborhoods, Inc. will hold a Volunteer Recognition banquet at 7 p.m. June 19 at the Multnomah Arts Center, 7688 S.W. Capitol Hwy. The event will recognize individuals put forth by participating SWNI organizations and bodies as outstanding volunteers.

A partial list of those to be honored, available at press time, includes Nancy Hand of Arnold Creek, Dan Manville of Ashcreek, Steve Beining of Far Southwest, Susan Egnor of Homestead, Marty Hickey of Maplewood, John Delance of Marshall Park.

Additional honorees include Jim Davis of South Portland, Mary-Catherine McElroy Fuchs of SWNI's Parks Committee, Michael Reunert of the Schools Committee, Sandy Morgan of the Transportation Committee, Dr. Bob and Dana Fischer of Public Safety, and Lynda Troutman of the SWNI Board.



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# EARTH TALK™

**Questions & Answers  
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**Dear EarthTalk:** Why is Greenpeace upset with some leading tech companies for so-called "dirty cloud computing"? Can you explain?

— Jeremy Wilkins, Waco, TX

Leading tech companies like Google, Apple and Microsoft are now offering unprecedented amounts of data storage and access to "apps" on huge Internet-connected servers, saving consumers and businesses the hassle of installing and running programs and storing information on their own local computers.

This emerging trend, dubbed "cloud computing," means that these providers have had to scale up their power consumption considerably, as they are increasingly responsible for providing more and more of the computing horsepower required by the world's two billion Internet users.

No doubt, sharing such resources on centralized servers is more efficient than every individual and business running their own versions separately.

In fact, the research firm Verdantix estimates that companies off-loading data and services to cloud servers could save \$12 billion off their energy bills and reduce greenhouse gas emissions by 85 million metric tons within the next decade.

But for the greenhouse gas savings to be realized, the companies offering cloud computing services

need to make the right energy choices.

Greenpeace has been tracking sustainability among tech companies for over a decade, and recently released a report, "How Green is Your Cloud?" assessing the green footprint of the move to cloud computing.

According to the analysis, some of the major players (Google, Facebook and Yahoo) have gone to great lengths to ensure that significant amounts of the power they need come from clean, green sources like wind and solar.

But Greenpeace chastises others (Apple, Amazon and Microsoft) for relying on so-called "dirtier" sources of power, such as coal and nuclear, to run their huge data centers.

"When people around the world share their music or photos on the cloud, they want to know that the cloud is powered by clean, safe energy," says Gary Cook, a Senior Policy Analyst with Greenpeace.

"Yet highly innovative and profitable companies like Apple, Amazon and Microsoft are building data centers powered by coal and acting like their customers won't know or won't care. They're wrong."

Greenpeace's report evaluates 14 major tech firms and the electricity supply chains in use across more than 80 different data centers that power cloud-based services.

Some of the largest data centers are in buildings so big they are visible from space and use as much power as 250,000 European homes. If the cloud were its own country, says Greenpeace, it would rank 5th in the world in electricity consumption.

"Companies like Google, Yahoo and Facebook are beginning to lead the sector down a clean energy pathway through innovations in



**Earth Summit in Rio de Janeiro, Brazil:** The United Nations Conference on Sustainable Development is a new attempt in a new millennium to "lay the foundations of a world of prosperity, peace and sustainability." It's scheduled for June 20-22. (Photo courtesy of Artyom Sharbatam)

energy efficiency, prioritizing renewable energy access when siting their data centers, and demanding better energy options from utilities and government decision-makers," reports Greenpeace.

But unfortunately the majority of the industry is not marching in step.

As such, Greenpeace is calling on all tech companies with cloud services to develop siting policies based on access to clean energy sources.

Those policies include: invest in or directly purchase renewable energy,

be transparent about their energy usage, share innovative solutions so the sector as a whole can improve, and demand that governments and utilities increase the percentage of clean, green power available on the grid.

Contacts: Verdantix, [www.verdantix.com](http://www.verdantix.com); Greenpeace, [www.greenpeace.org](http://www.greenpeace.org).

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## Hillsdale could be first neighborhood designated as age-friendly

### HILLSDALE NOTEBOOK

By Jillian Daley  
The Southwest Portland Post

Hillsdale Main Street executive director Megan Braunsten and Elders in Action volunteer Will Fuller announced a partnership between their groups at the May 2 Hillsdale Neighborhood Association meeting.

The union could mean changes at businesses throughout the neighborhood.

An age-friendly certification for a business involves improvements such as making doors easier to open, providing places to rest, and improving lighting to help prevent crime and make places easier to navigate for those with vision trouble.

The designation has other benefits. "It's building a community, a vibrant community, where the quality of life



Hillsdale Main Street executive director Megan Braunsten discussed a partnership with Elders In Action that would make Hillsdale "the first neighborhood in Portland to be designated age-friendly." (Post photo by Jillian Daley)

doesn't depend on age," Fuller said.

Once called an elder-friendly certification, the group changed the moniker because updating a business' safety

features can be beneficial to all ages.

"Kids have trouble opening heavy doors; they trip over stoops just like older people," Fuller said. "What we're finding is really the operative words are 'friendly' and 'community.'"

Hillsdale Main Street is devoted to improving businesses, so it was a natural partnership, added Leslie Foren, interim executive director of Elders in Action, in an interview on May 14.

Elders in Action advocates for seniors in Multnomah, Clackamas and Washington counties.

The organization helps businesses better serve older customers; and provides informational workshops on topics important to seniors. For more information, visit [www.eldersinaction.org](http://www.eldersinaction.org).

### Tryon Creek State Park seek volunteers for restoration, education

Friends of Tryon Creek State Park executive director David Cohen said

he needs volunteers to help maintain this natural, community hub, serving in areas including park restoration and education programs.

At the Hillsdale Neighborhood Association meeting last month, Cohen discussed the park that 5,000 school children travel to by bus each year.

Cohen said the children learn crucial lessons about nature, and some of them "have never been in a forest before."

He also said that businesses gather their employees for team-building exercises at the park, during which they yank out invasive species such as ivy.

Yet, Cohen said, many people do not know about the approximately 675-acre park that's right in their backyard, and they should explore its beauty and wildlife. Owlets have been seen nesting in the 42-year-old park, he said.

"It's really an incredible community jewel," Cohen said. For more information, visit [www.tryonfriends.org](http://www.tryonfriends.org).

### Macadam Avenue

(Continued from Page 1)

tors' building intact and with plenty of parking.

Mike Dowd of Miles Place repeated this and added, "Most of Freeman's use of the lot is illegal, and a violation letter has already been drafted by the City."

Roger Robinson said, "The Macadam Bay people have their problems and their property values, but theirs can float down the river if need be, and ours can't. Bless them, but they knew what they were getting into when they moved there." Several called Freeman Motors "the only logical option."

On the other hand, several Macadam Bay residents spoke against the

use of Freeman Motors. Chris Olson, a real estate broker, said it would lower property values. "I know of no other neighborhood that has access through a parking lot and transmission towers," she said.

Another Macadam Bay resident, Kim Culhane, said, "We want to do right by our neighbors, and we're asking that they do right by us."

Still another, John Johnson, said, "Miles Place is a pretty special place, but so is Macadam Bay." When he approaches the existing driveway, he said, he speeds up so that he can make the turn without being rear-ended.

Tony McCoy said, as did several others, "No one asked for this to happen." He then said, "Freeman Motors is the

least safe of the options." Using Miles Street would involve "the least impact to the majority of people. People have been there for some time, but they are infringing on the right of way."

Jay Cleamons said, "Miles Place is one of the most incredible places around." To its residents he said, "This isn't us against you." However, answering Robinson, he said, "The statement that we can just float down to the Columbia is just not true. Half our value is on the land."

Sam Galbreath, an economic development consultant, took a different tack. He lives in Macadam Bay, he said, but "Miles Place is one of my favorite places," and he helped create Butterfly Park.

"It was ODOT that said safety impli-

cations made it imperative to move the entrance," he said. "It's unsafe now but Holy Cow! To spend two to four million dollars for an alternative that's no improvement, if anything degradation. Leave our damn driveway alone and provide a traffic signal." Galbreath also said the cost estimates were "bogus."

Multnomah County Public Affairs spokesperson Mike Pullen said the Sellwood Bridge Citizen Advisory Committee would consider the issue at a meeting starting at 5:30 p.m. June 4 at Sellwood Station, 8210 SE 13<sup>th</sup> Ave. The project's Stakeholders Committee, representing participating jurisdictions, will take the matter up on June 18.

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## What will be the effect of budget cuts on Southwest schools?

### SCHOOLS SIDEBAR

By Lee Perlman  
The Southwest Portland Post

Last year Portland voters defeated a proposed \$548 million bond measure intended to repair and replace Portland Public Schools' aging buildings. The voters passed a companion \$250 million tax levy that will partially offset budget cutbacks. What will be the effect of all this on Southwest schools?

According to Will Fuller, chair of Southwest Neighborhoods, Inc.'s

Schools Committee, the effect of the bond defeat will be "long-term and indirect." In contrast the budget shortfall, cushioned though it is by the Levy success, will be "immediate and direct."

The bond defeat "means that we won't be able to replace Markham School, and that is disappointing," Fuller said.

The District had determined that this building had passed its useful life, and should be replaced. For other southwest buildings, the proposed improvements "tend to be not so major," Fuller said.

"There are some safety-related

things, some classrooms, repairs to roofs." The buildings will continue to deteriorate and the cost of repairs will grow, but they will not affect this year's operations, Fuller said.

The budget shortfalls are another matter. Here, Fuller said, the District will have to cut "core staff," such as librarians and counselors.

There will be a chance to offset some of these things through the use of contributions to local school foundations, Fuller said, but this method is "uncertain and inequitable."

Stephenson School, for instance, can count on generating more funds than Markham, given their relative

demographics.

The District receives a certain portion of such funds, and redistributes them according to need – which, Fuller says, typically means "the money flows from southwest to northeast."

At best, Fuller said, such funding is a stopgap. What each parent would contribute to a Foundation project "is a fraction of what it would cost to send your kids to a private school," he said.

"But there is a tipping point where you go from adding extras to an already good school, and where the problems are so major the contributions are money down a rat hole."

## Light rail may mean bus cuts for Southwest Portland neighborhoods

As part of Northwest College of Naturopathic Medicine's (NCNM) master plan process the college is seeking to encourage as many student and visitor trips as possible to use means other than cars. However, they may be thwarted by TriMet plans that have implications for a much broader area.

TriMet officials have spoken for some time of transit changes once the new transit bridge, which will carry the new Portland to Milwaukie light rail line, is completed.

Last month TriMet spokesperson Mary Fetch told *The Post* that current plans call for lines 9, 17 and 19, which currently use the Ross Island Bridge, to shift to the

new bridge, thereby shifting service away from parts of the inner southwest that currently receive it.

Fetch shortly afterward called to say that no decisions had been made and discussions of service changes would begin in 2013.

NCNM's Keith North gave a different report. In discussions with the college, he said, TriMet officials have said that west side service on eight of the nine bus lines that provide service to the area would be eliminated, rather than shifted, once the bridge opens, with the aim of utilizing light rail exclusively.

– Lee Perlman

### Construction Bond

(Continued from Page 1)

look more tempting, and when people leave, the community suffers, Apenes said.

"The schools are so vital to our community, and I think as the schools are slowly dying the community won't be far behind," he said.

Hillsdale Neighborhood Association member Don Baack got up after Apenes spoke and stood next to the three presenters, so he was facing the about 15 people attending the meeting. Wilson High School principal Sue Brent and school board member Ruth Adkins had stood by during Barnett's presentation, adding their input.

"What our community is about is standing next to each other," Baack said.

Barnett emailed *The Post* a financial update on May 14, saying that, to raise the \$10 million needed to save teaching jobs, school employees are offering to take furlough days and delay raises, and the city could contribute \$5 million. As of press time, the Portland City Council had not approved that financial step, which it was scheduled to consider May 30.

Barnett also said in her email that a recent analysis of the percentage of students graduating in four years changed last year's estimate from 59 to 62 percent, and 2009-10 was 55, not 54 percent. That's a seven percent increase in one year.

"It is really good news, although 62 percent isn't enough," Barnett said. "But, it is a sign that we are on the right track with our students."

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## Park bureau offers free movies and concerts for summer fun

Once again, the Portland Bureau of Parks and Recreation is offering free entertainment in City parks, including many in Southwest, this summer.

**Outdoor Cinema** The following is a schedule of movies in southwest: July 13, *Sherlock Holmes: A Game of Shadows*, Multnomah Arts Center. July 19, *Roman Holiday*, Elizabeth Caruthers Park. July 26, *Pretty in Pink*, Dewitt Park.

August 9, *The Muppets*, Elizabeth Caruthers Park. August 23, *Megamind*, Dewitt Park. September 6, *Big Miracle*, Elizabeth Caruthers Park. September 7, *Hugo*, Multnomah Arts Center.

In most cases the fun begins with some kind of live entertainment beginning at 6:30 p.m., with the film commencing at dusk.

**Summer Concerts In The Park** Three parks will have live concerts starting at 6:30 p.m. except as noted below. Elizabeth Caruthers Park will have its first such program with "Toque Libre" August 17 and "Sassparilla" August 24.

Willamette Park continues its annual Wednesday concert series with



The Linda Hornbuckle Band performed at Willamette Park in July 2011. (Post file photo by Polina Olsen)

"Bon Ton Roulet" July 11, "Norman Sylvester Band" July 18, "The Bylines" July 25, and the "Devin Phillips Band" August 1.

At Duniway Park, as part of the Terwilliger Parkway centennial, "Trashcan Joe" will play July 21. This concert will be at 6 p.m..

**Note: In most cases, also, there will be vendors on site** from whom you can purchase food, but you're also free to bring your own. Movies and concerts are co-sponsored by local neighborhood groups and others.

Somewhere during the program, volunteers will seek donations to help offset this year's or next year's program. Bring a blanket or lawn chair, be considerate of your neighbors, and enjoy the fun.

— Lee Perlman

## Bicyclist injured in Hillsdale collision with automobile

### BREAKING NEWS

On May 22, 2012, at 7:52 a.m., Portland Police officers assigned to Central Precinct and the Traffic Division responded to the report of a bicycle rider struck by a vehicle at Southwest Bertha Boulevard and Beaverton-Hillsdale Highway.

Medical personnel responded and transported the bicycle rider, 28-year-old Jessie L. Belter, to an area hospital where it was determined that she had a broken right leg.

The driver of the car, 33-year-old Nicole Y. Poor, remained at the scene and cooperated with investigators.

Traffic investigators determined

that Poor was driving northbound on Bertha then made a westbound turn onto Beaverton-Hillsdale Highway where she struck Belter, who was riding her bicycle eastbound on Beaverton-Hillsdale Highway in the bike lane.

According to Portland police, the driver of the car stopped at the stop sign but failed to yield to the bicycle rider. Investigators believe that the collision speed was approximately five miles per hour.

The driver of the car was given a citation for failure to obey a traffic control device. Traffic in the intersection was affected briefly as investigators processed the crash scene.

— Don Snedecor

### BARBUR CONCEPT PLAN

(Continued from Page 3)

agree, saying it contains "too much noise and pollution." In contrast, Southwest Neighborhoods, Inc. land use chair John Gibbon countered, "Many people live on busy streets."

### Barbur Boulevard to receive tax abatement for housing

New multi-family housing development on most of Southwest Barbur Boulevard would be eligible for tax abatement, under a change in program boundaries proposed by the Portland Housing Bureau.

Under the program, the owners of new development that meets certain

criteria would be exempt from paying property taxes on their buildings for the first 10 years, although they would still have to pay taxes on the land.

Factors that could help a project win such abatement would be that at least some of the units would be "affordable."

Additional factors include that some units are large enough to house families with children, that some units are handicapped accessible, that the area has shopping and services within walking distance, and that the project has little or no off-street vehicle parking.

There will be a public hearing on the program and its boundaries the afternoon of June 12 at 1900 S.W. Fourth Ave. For more information, contact the Portland Housing Bureau.

## Letters to the Editor



The Southwest Portland Post  
4207 SE Woodstock Blvd #509  
Portland, OR 97206  
Fax: (866) 727-5336  
email: editor@multnomahpost.com

when we have a Barbur Concept Plan looking into what to do about one of the ugliest streets in the city we should be allowing new outrages that we will have to live with for a long time. Or am I unaware of planned improvements?

Michael Ossar  
Southwest Wood Parkway

**Editor's Note:** We received this letter at press time, but we will look into Michael Ossar's concerns and report back to you in the July edition.

*The Post welcomes reader response. You can e-mail editor@multnomahpost.com or fax us at 866-727-5336. Snail mail: Letters, The Southwest Portland Post, 4207 SE Woodstock Blvd, Box #509, Portland, OR 97206. Please limit letters to 350 words. Deadline is the 20<sup>th</sup> of the month prior to publication.*

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