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# The Southwest Portland Post

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July 2015

## Developer defends proposed four-story apartment building in Multnomah Village

By KC Cowan  
The Southwest Portland Post

One sign of the interest in a proposed 71-unit apartment building in Multnomah Village came when the regular meeting of the Multnomah



Developer Tim O'Brien answers questions about his proposed four-story apartment building at the Multnomah Neighborhood Association meeting on June 9.  
(Post photo by KC Cowan)

Neighborhood Association moved from Room 30 of the Multnomah Center to the auditorium.

Smart move, as nearly 150 people came to hear the developer and architect explain the project and unveil the first artistic renderings.

As proposed, the building will offer studio, one and two bedroom rental units, with ground-floor retail on Southwest Capitol Highway.

It would replace the Children's Program at Southwest 33rd Avenue and Capitol Highway, and a small house located next door to the building housing Annastasia Salon and the



An artist's concept of the proposed four-story apartment building at Southwest 33rd and Capitol Highway  
(Urban Asset Advisors)

Starbucks coffee shop. It will stand four stories tall, higher than any other building in the village.

Former neighborhood chair Martie Sucec opened with an explanation of zoning issues and density.

Despite petitions to stop the project set out on the sign-in table, Sucec stressed that neighbors are not against development. "But we want to be at the table with everybody else, not just city

(Continued on Page 6)

## Bicyclists conduct road safety audit on Vermont, Newbury bridges

### BARBUR BRIDGE PEDAL

By Erik Vidstrand  
The Southwest Portland Post

It's not news that Southwest Barbur Boulevard is unsafe for all users whether one walks, bikes, or drives, especially from Multnomah Boulevard to Hamilton Street. Six motorists and one pedestrian have died in recent years from unsafe conditions.

To bring this point to the public, the Bicycle Transportation Alliance has been putting pressure on the Oregon Department of Transportation to make drastic changes to this stretch of Oregon 99W. ODOT is responsible for state highways.

The BTA is a nonprofit organization promoting bicycling and improving bicycling conditions in Oregon. They just celebrated 25 years of service.

According to the BTA, recent structural improvements on the Vermont and Newbury bridges have made them no safer for bicyclists than they were before

construction began.

The bridges lack legal sidewalks and bike lanes. Bicycle riders must merge with speeding traffic.

"While this process may be necessary for designing engineering solutions," said Carl Larson, BTA engagement manager, "we already know that Barbur is unsafe."

So, on June 15, one of the warmest evenings of the year, ten cyclists conducted a mock safety audit of Barbur Boulevard. The group, sponsored by the BTA, rode from ODOT's Old Town headquarters (123 NW Flanders St.) south to the Vermont and Newbury bridges.

The ride was aimed at building awareness about the highway's deficiencies and encouraging quick action to correct them.

In order to capture the essence of the problem, this reporter decided to tag along with the two-wheeled activists, underinflated tires and all.

"Barbur serves mass transit, pedestrians, vehicles and freight traffic, as well as cyclists," explained Don Hamilton, ODOT's public information

officer. "We have additional priorities from downtown all the way to Sherwood."

It also becomes a relief valve for Interstate 5 when things go wrong on the freeway.

"We had to repair the old bridges," said Hamilton, "but widening them was way too expensive." Only flashing beacons were installed to alert motorists that bicyclists were sharing the roadway on the bridges.

Hamilton commented that ODOT will be facilitating an independent study of the bridges by the end of the summer. It will include engineers, law enforcement, neighborhood leaders, and bicyclists.

The study will also serve as a guide to the Southwest Corridor Plan which is in its planning stages.

Larson led the ride which first headed across the Burnside Bridge to pay respect to the pedestrian that was killed on June 14 by an out of control vehicle.

While this reporter is somewhat out of shape and does not have bike legs or lungs, the ride went reasonably well. The sights and smells of downtown restaurants, diesel trucks, and wafts of marijuana permeated the warm evening air and were more evident than by just driving home in a car.

But one has to be very aware. Car doors can catapult a cyclist. Inpatient drivers navigate their cars sometimes with one finger in the air. And road obstacles are everywhere: road

kill, glass, gravel, and even pedestrians texting while walking.

One of the riders, Damian Miller, said he commutes every day from Southeast to Lewis & Clark College. He said he has been pretty frustrated at ODOT ever since he attended the bridge construction open house years ago.

"ODOT didn't do a thing for cyclists," Miller yelled while navigating numerous flares and large rocks once the group passed Hamilton Street "All they did was put up flashing lights which are too close to the bridge for motorists to respond to in adequate time."

As the group got closer to the first bridge (where Beaverton-Hillsdale

(Continued on Page 4)



Bicyclists measure and take notes on the thin bike ledge on the Newbury Bridge along Barbur Boulevard.  
(Post photo by Erik Vidstrand)

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

The Southwest Portland Post  
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# Letters to the Editor



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## It's time to treat bicycles just like any other vehicle

It should now start to be abundantly clear that the Bicycle [Transportation] Alliance has pushed their agenda in the city of Portland.

It is also abundantly clear that all the rule and law changes are getting bike riders killed or maimed.

It is totally unfair to give bike riders free reign leaving vehicle drivers to monitor pedestrians crossing wherever they choose and bike riders who cut to the front of any line, fail to obey traffic signs and rules of the road.

It is hard enough for locals who struggle to keep from killing pedestrians and bike riders who do not obey safety and traffic laws.

Imagine the confusion when out of town, out of state vehicle drivers attempt to navigate the city with green boxes and bike riders who go wherever they want and however they decide to go.

It is time to make bicycles just like any other vehicle using our streets and highways.

If everyone followed the same rules of

the road, drivers would not be confused about what bike riders are doing in any situation.

Same rules for all would certainly help to reduce accidents involving bike riders and vehicles.

*Patti Waitman-Ingebretsen  
Multnomah Village*

## Proposed city trails policy cuts out neighborhood participation

The City Wide Trails Policy [Community-Initiated Neighborhood Trails Process] set to go before the Portland City Council [sometime in July or August] has eliminated neighborhoods from the approval process.

While it has added many responsibilities for a nonprofit to accomplish before a trail can be maintained or a new trail built, it does not require essential duties of the city of Portland.

The proposed trail policy will essentially eliminate citizen led efforts to build and maintain our trail system.

Few if any will be willing to go through the difficult, five-page process to accomplish even one short connection.

Most of us in Southwest recognize we have wonderful places to walk on

existing rights of way. The urban trails and the local connections need to be maintained.

We have skilled volunteers ready and able to do that maintenance. We need cooperation and funding from the city of Portland to do that maintenance.

[If] the policy calls for a huge amount of work to just maintain a trail or build a new trail, it is very unlikely that SWTrails or other nonprofits will undertake these tasks.

That will leave our Southwest urban trail system unmaintained, and it will leave the short connections in all of our neighborhoods unimproved and unmaintained.

It will make it very difficult for other parts of the city to develop an urban trail system without the city doing it.

What we need is for the [Portland Bureau of Transportation] to develop a partnership agreement with nonprofit organizations to provide a low cost way to maintain and expand our very important trail system without as much bureaucracy and red tape as the trails policy [currently] requires.

SWTrails requested \$15,000 for the upcoming fiscal year to do just that.

[Portland City] Commissioner Steve Novick apparently did not see any value in that proposal.

*Don Baack  
Hillsdale*





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# OnPoint Community Credit Union opens new branch in Hillsdale

By Erik Vidstrand  
The Southwest Portland Post

Hillsdale is no longer a credit union desert. Located next to Oak & Olive Ristorante, the newest branch of Oregon's OnPoint Community Credit Union will open its doors on July 8.

What once was a gas station and spring now sprouts a thriving building two-thirds occupied. When the gas station and ice cream shop closed and were demolished an empty lot stood for years. Perhaps the property owner was waiting for the right business to occupy the space.

At one time, JPMorgan Chase & Co.

wanted to build a bank on the property but at the leadership of journalist and neighborhood activist Rick Seifert, over 600 local signatures were gathered from local residents opposing the bank's proposal.

Mike Roach, co-chair of the Hillsdale Business and Professional Association, said it was four years in the making but the right fit came in the form of OnPoint.

Roach introduced the new manager of the new branch, Colette Young, at a recent Hillsdale business meeting. Young has 17 years of financial services experience and is the former manager of the Murrayhill branch.

Young hopes of partnering with

local businesses to encourage OnPoint's 9,000 members who live within five miles of Hillsdale to patronize the local businesses on a regular basis.

"Our goal is to build lasting partnerships and help Hillsdale continue to thrive," Young said in front of two dozen business association members."

OnPoint is the largest credit union in Oregon, serving more than 283,000 members with assets of \$3.6 billion.

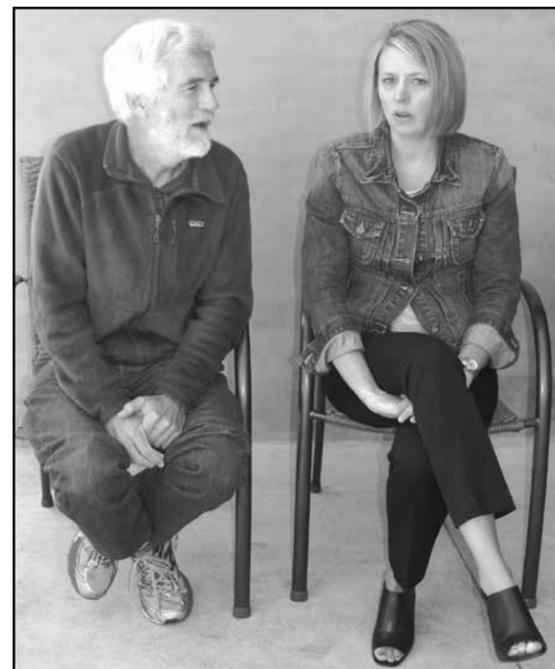
Credit unions are no longer the austere storefronts that once served low-income workers and middle-class families. Many don't know the difference between a bank and a credit union.

Credit unions received tax breaks beginning in 1934 when Congress decided to subsidize working-class Americans. Credit unions do

pay payroll and property taxes. They just don't pay corporate income taxes, specifically because of their not-for-profit structure.

Historically, the large banks would not serve these workers. The idea, according to the National Credit Union Administration, was to "serve the productive and provident credit needs of individuals of modest means."

Formed in 1932, OnPoint originally was Portland Teachers Credit Union, serving the clientele its name implied. As member-owned institutions, credit



Mike Roach, co-chair of the Hillsdale Business and Professional Association introduces OnPoint's branch manager, Colette Young. (Post photo by Erik Vidstrand)

unions focus on providing a safe place to save and borrow at reasonable rates.

Unlike banks, credit unions return surplus income to their members in the form of dividends.

Today, OnPoint serves 276,000 members in 10 Oregon and two Washington counties. Anybody can join.

A grand opening event will be held on Saturday, July 18 from 9 a.m. - 1 p.m. Refreshments will be served. Enter a prize drawing for a neighborhood shopping spree valued at \$500.

## Let's promote development that helps the Village stay the Village

### OPEN FORUM

By Michael Banks

There has been much debate, both pro and con, on the new proposed development in Multnomah Village. I live about four houses from the site, and understand that "development happens" in life, and that for the most part, growth is a sign of healthy economy.

However, and I would remind all you who are fairly blasé about the proposal, you shouldn't forget that growth brings change, often unwanted and very often unplanned and unforeseen effects.

...Back in the early 90's, my wife and I lived off Northwest 23rd Avenue and Johnson Street. We saw first-hand how growth in that area created huge parking and transportation problems for the residents of that area.

Eventually those long term residents, who could not either pay the increased rents that accompanied development of the neighborhood or who simply had not ability to even park close by to their homes, were forced out.

More than one of the supporters of the development in the Village have simply stated to those of us who are in relative close proximity to the proposed development that we always have the option to sell our home and move somewhere else.

Such a response is not only shockingly (at least to me) cold-hearted and fails to even try to extend empathy to those of who *will* be drastically affected, but displays the true colors of those who simply do not care about their neighbors.

For those of who are supporters of the proposed development, I respect your rights to support such growth, and invite you take part in the discussions in a way that respects those in the Village who will be directly impacted by this development.

At the last meeting, [developer] Tim O'Brien admitted that the ingress/egress point for the limited amount of parking to the building will likely be on 33rd Ave.

This means that at that intersection there will be regular and sustained traffic turning at the intersection of 33rd

(Continued on Page 6)

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## Neighborhood House considers building affordable housing in Multnomah Village

By KC Cowan  
The Southwest Portland Post

The 71-unit apartment building proposed by Urban Asset Advisors may not be the only change coming to Multnomah Village.

Neighborhood House, a local charity associated with the Oregon Food Bank, is considering using its four lots in the heart of the Village for senior and veteran housing.

Rick Nitti, executive director of Neighborhood House, said it's something they've been exploring over the past 20 years, although it's not a sure thing yet.

"We're at the exploratory stage and haven't made a decision on whether we're going to do it or not," Nitti said. "For me, it's about getting the finances all lined up."

According to Nitti, the idea is to construct two buildings that would hold 35 units. One would face Capitol Highway (near 35th Avenue) and not exceed three stories in height.

The second building would be on Moss Street and would not only house apartments, but also take advantage of the slope in the property to include a daylight basement where the Neighborhood House offices and food bank would be placed.

This second building may go as high as four stories, but a final decision has not been made.

"While we are committed to not building above three stories on Capitol, we may look at a four story on Moss Street," said Nitti. "Moss is lower so, it will be the same roof level as Capitol Highway building."

What about parking? Nitti admits it will be hard to create one space for each unit.

"We're looking at about 25 parking places for 35 apartments, with the assumption that seniors and older vets ... not all of them will have cars. But we need to look to see if there's a way to increase the parking because we don't want to have a negative impact on the Village."

Keeping the apartments affordable is also key. Nitti said Neighborhood House was hoping to provide small one-bedroom apartments for about \$500, but realistically, it may be closer to \$700.

Nitti said they will also try to build in a style that fits in with the Village's charm, perhaps similar to the Thinker Toys building or Bishops Barbershop.

Most important, however, is providing affordable housing for seniors.

"We think it aligns well with our mission and senior services we have



According to Rick Nitti of Neighborhood House, "Attached is a rendering of what it could look like on Capitol Highway with commercial rental space on the first floor and apartments on floors 2 and 3. As we move forward, we will want to make sure the design conforms with the nature of the Village probably a 1930's era design and reflects feedback from the community."

at the Multnomah Center, where we provide fitness, wellness, meals, case-management and other services for seniors," said Nitti.

"We have land and if there's a way to hopefully help solve the (affordable housing) problem, we want to, although it's just a drop in the bucket."

Neighborhood House's committee is working on the strategy now and hopes to have a plan to present to their board of directors by the fall.

From then on, Nitti said they'll

work closely with the Multnomah Village business and neighborhood associations as they move forward, because those relationships are very important to them.

*Editor's Note: the Neighborhood House property in question lies inside a design overlay zone, and includes a historic fire station. Portland buildings constructed in a "D" overlay zone must fit into the character of the district or conform to citywide community design guidelines and are subject to design review.*

## Hillsdale celebrates with 39th annual Blueberry Pancake Breakfast

### THE COUNTRY STORE

By Erik Vidstrand  
The Southwest Portland Post

The 39th annual Hillsdale Customer Appreciation Blueberry Pancake Breakfast is fast approaching. Come enjoy the annual community gathering. It's taking place in the Casa Colima/Key Bank plaza on Sunday, July 26 from 8 a.m. until noon.

The event is sponsored by the Hillsdale Business and Professional Association and there is a modest fee to help cover costs.

The very first blueberry pancake breakfast was held when Jimmy Carter was just being nominated for U.S. President at the Democratic National Convention in New York City.

People were just finished celebrating the 200th anniversary of the Declaration of Independence. *Silly Love Songs*, by Paul McCartney and Wings was the

top hit of the year (1976).

And Paloma Clothing turned one year old.

### Book sale to benefit Hillsdale Community Foundation

Books are needed for the tenth annual Hillsdale Book Sale. Books will be displayed along the south side of Capitol Highway and at the Watershed Building (Capitol Highway at Bertha Court).

Donate books at the Hillsdale Farmers Market (in the Rieke School parking lot) on Sundays, July 12 and 19, as well as mid-week collection on Tuesdays, July 14 and 21, and Thursdays, July 16 and 23 at the Watershed between 3 p.m. and 5 p.m.

Please no outdated materials including textbooks, computer manuals and almanacs. Donations are tax deductible.

Note to the over 60 somethings: dig out those bell bottoms and plaid vests



The biggest event of the year for Hillsdale, the annual blueberry pancake breakfast draws residents from all over. (Post file photo by Erik Vidstrand)

and come share stories of yesteryear.

There are plenty of opportunities to volunteer at the book sale or breakfast.

Contact Mike Roach (breakfast) at 503-224-3096 or Rick Seifert (book sale) at 503-245-7821.

### BARBUR BRIDGE PEDAL

(Continued from Page 1)

Highway begins), Miller began riding in the slow lane of the highway along with several others in order to have motorists merge to the outside lane to give the riders some buffer room.

Once at the site, participants had different roles. Some held up "Fix Barbur" and "Honk if you support safe biking" placards. Others took measurements of the small sidewalk/bike ledge. The rest took photos and wrote down notes.

Joe Rowe, a member of Bike Loud PDX, took digital radar photos of cars speeding. He clocked some going over 50 miles per hour in a 35 zone.

"The BTA is too complacent with ODOT," Rowe said. "We are the rebel of the movement and want our voice heard above the political fray."

Hamilton did agree that the BTA and ODOT have a good relationship and work together on issues to protect motorists, pedestrians, and cyclists alike.

Larson said that the BTA educates about bicycle safety and encourages use. It provides expertise on engineering projects and builds support for over 3,000 members region-wide.

At a wreath near the A-Boy hardware store not far from Terwilliger Boulevard, riders paid respects to another casualty of this high-crash corridor.

"We're glad that a reporter rode along with us," Larson said. "We hope your readers can help make Barbur safer for all."

To sign a petition or to read more about the BTA's efforts to make Barbur Boulevard a safer highway for all, visit <https://btaoregon.org>. Facebook pages include People for a Safer Barbur Boulevard and Friends of Barbur.



Bicyclists measure and take notes on the thin bike ledge on the Newbury Bridge along Barbur Boulevard. (Post photo by Erik Vidstrand)



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Deadline for August is July 20.



**COMMUNITY LIFE**

By KC Cowan and Don Snedecor  
The Southwest Portland Post

**Get in the swim:** Wilson High School's outdoor pool is open seven days a week for swim lessons, open swim, lifeguard training and more. Two-week session of lessons run through the end of August. Pool party rentals available, too. Wilson Pool is located at 1151 SW Vermont. For more information, call 503-823-3680.

**7 Comic Con for Kids:** Become a superhero or super villain. Meet other super artists and take a snap shot as you soar through a cityscape photo. Design your own superhero mask, cuffs and cape in this workshop with Puppet-kabob. Tuesday, July 7, noon - 2 p.m. and 3 - 5 p.m. at the Hillsdale Library, 1525 SW Sunset Blvd. Registration required; call 503-988-5388.

**8 Concerts in the Park:** Enjoy live music at Willamette Park, Southwest Macadam Avenue and Nebraska Street. Four concerts are slated for Wednesdays at 6:30 p.m. this month: July 8, Darrell Grant with Bluesy Swing. On July 15, the Stolen Sweets sing 30's swing jazz. Bon Ton Roulet performs Cajun and Zydeco on July 22, and The Strange Tones play sonic blues on July 29. Bring your blankets, pack a dinner and enjoy. Free.

**9 Loud, Louder, Loudest!** Youth Japanese Taiko Drum Ensemble will perform Thursday, July 9, at noon at the Hillsdale Library, 1525 SW Sunset Blvd. Members carry on a centuries-old musical tradition from Japan and play not only Japanese traditional style Taiko, but also share the exploration of a new art forms such as collaborative music creation with Taiko and marimba. Free tickets for seating will be available 30 minutes before the program. Call 503-988-5388 for more information.

**18 Terwilliger Parkway Ivy Pull:** Join Portland Parks & Recreation, the Friends of Terwilliger, and the West Willamette Restoration Partnership in removing invasive non-native species, including English ivy, Himalayan blackberry, and clematis. Work party is Saturday, July 18, from 9 am to noon. Meet at the restrooms on Southwest Terwilliger Boulevard and Hamilton Street. For more information, contact Mary Verrilli via email at mary.verrilli@portlandoregon.gov or call 503-823-9423.

**20 Become your own publisher:** This one-hour community workshop provides authors with some of the tools and guidance necessary to self-publish. The workshop takes place on Monday, July 20, 6:30 to 7:30 p.m. at the Capitol Hill Library, 10723 SW Capitol Hwy., 503-988-5385. Including aspects of professional editing and design, logistics and distribution, and publicity and marketing, this workshop is purely informational, including a



Bicycle track racers return to the Alpenrose Velodrome (6149 SW Shattuck Road) for the 2015 Alpenrose Challenge, July 18-19. Races start at 9 a.m. Saturday and end at 6 p.m. Sunday. Visit [www.alpenrosechallenge.com](http://www.alpenrosechallenge.com) for a complete schedule of events. (photo by Charlie Warner, 2014)

half-hour presentation on the ins and outs of contemporary publishing, followed by Q&A. Free.

**21 Celebrating a strong woman in your life:** There is strength in the past that can inspire the future. Join freelance writers Leah Klass from Portland and Aliza Zeff from Israel, for an evening of exploration, discussion and written expression. Create a written memory and pass it forward. Tuesday, July 21, 7- 9 p.m. at the Middleman Jewish Community Center. \$10, MJCC member: \$8. RSVP at [www.oregonjcc.org/registration](http://www.oregonjcc.org/registration).

**29 The Emperor's New Groove** will be shown on Wednesday, July 29 at Jackson Middle School (10625 SW 35th Ave) as part of the Movies in the Park series, with pre-show entertainment by the Terry Robb Trio and the Portland Teen Idols. Show starts at dusk. Bring a picnic, jackets

and blankets for chill, but leave the dogs at home. Free.

**30 Movies in the Park:** It's "inconceivable" that you would want to miss a showing of *The Princess Bride* at Caruthers Park, 3508 SW Moody St. Join your friends on Thursday, July 30 at 6:30 p.m. for the pre-show entertainment, The Jellyroll Society. Show starts at dusk. Bring picnic, jackets and extra blankets for the evening chill, but leave your dogs at home. Free.

**Who says there's no free lunch?** Get your children involved in organized sports, games, and craft activities this summer at Stephens Creek Crossing, 6715 SW 26th Ave. Not only will your child have guided fun, they'll get a free healthy lunch, too! 10 a.m. - 4 p.m. now through Aug. 21. Contact Whitney Ellersick at 503-916-3276 for more information.

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## Multnomah Village Apartments

(Continued from Page 1)

planners," she added.

Developer Tim O'Brien of Urban Asset Advisors, and Kurt Schultz of SERA Architects, Inc. took the floor.

O'Brien grew up in Multnomah Village. Because he has such ties to the neighborhood, he said his goal is to consider the feedback, close on the property and make a beautiful building.

Standing by large boards depicting drawings and layout of the building, O'Brien reminded the crowd that they didn't have to be there.

"We wanted to come so you could influence us. We want to build something that is an asset to the village," he said.

O'Brien explained the property is zoned Commercial Storefront (CS), which allows him to build 45 feet high (four stories) with an unlimited amount of square footage.

"They encourage you to build right up to the street edge," he added. "But that is not what we are proposing, even though we are within our rights to do so."

The CS zone is, however, intended to "preserve and enhance older commercial areas with a storefront character," and that new development is compatible "with this desired character."

In addition, the lots are in a design overlay zone, to ensure that infill development "will be compatible with the neighborhood and enhance the area."

O'Brien stressed they designed the apartment building to appear less "monolithic" by placing a small courtyard space out front. Large windows and balconies will also break up the impression of "mass," he assured the crowd.

The city code calls for .33 parking

stalls per unit but O'Brien said they were going to build 43 parking spaces for the 70 units.

When some expressed skepticism that 27 future renters would be carless, O'Brien replied they were "doing the best they could."

During public comments, attendees were mostly concerned about the height, saying a four-story building just "didn't fit" in the village.

Bernie Bonn collected 414 signatures in just four days to oppose the project. The petition reads: "We urge the City Council to protect this priceless and historic (100-year old) neighborhood of Portland by limiting buildings to no more than 3 stories and requiring residential development to provide parking at a level of 1 space per unit."

"I heard the same sentiments over and over again from signers," Bonn said. "Four stories is too high. The parking is already bad. Thinking that people in Multnomah won't own a car is unrealistic, even if people ride a bike to work. Adding more cars without parking will make it a nightmare."

Many agreed, including Stewart Rounds. "Four stories does seem a little big for what I still consider to be a small town in the middle of the big city," said Rounds.

"I would encourage you to please consider (building) a little shorter. Four stories seems a little tall to me. Three seems more livable."

Rounds has more than 700 signatures on his online petition asking the city to restrict apartment buildings in the Village to three stories, and require one parking place per unit.

Suzanne Lehman called the design "gorgeous," but also begged O'Brien to change the height. "We're not saying, 'don't develop in our precious community,' we're saying, 'develop, but make it livable.'"

Steven Kovacks agreed. "I think it

should be developed, and the current property is underutilized as is," he said. "But it really is not a good fit for the village."

There were supporters. Chris Dearth said he was in favor of change and diversity. "If we want diversity and opportunities for our children and elderly people in our village, we need developments like this," he said. "This is a positive thing for our village."

Mike Ashland said because of the Urban Growth Boundary, the city needs to support infill.

"I think that we don't want our farmland and forestland eaten up with housing," Ashland said. "And unless we put up bigger places, we're not going to make any progress with this."

Following comments, Bill Kielhorn made a motion that the Multnomah Neighborhood Association oppose any development higher than three stories, or 37 feet tall in Multnomah Village along Capitol Highway from the viaduct over Multnomah Boulevard to Miles Street.

Some objected to voting on the motion with just five minutes left in the meeting, and little time for discussion. One person questioned the point when the zoning allows O'Brien to build four stories anyway.

Sucec reminded people that because of the design overlay, development must be in character of, and compatible with the tone of the neighborhood.

The motion passed with 36 ayes, 9 nays and 8 abstaining.

O'Brien said he was a little disappointed with the vote, and although he would continue to work on the design, he was immovable on four stories.

As for the idea that it would "stick out" in the village? "I hope it sticks out. It's supposed to be a beautiful project that does stick out," O'Brien said. "It's a marquee property in a marquee location. It's intended to be that. So, yeah, it should have an impact. It should have a positive impact."

## OPEN FORUM

(Continued from Page 3)

and Capitol Highway. Anybody thought through what this means?

Further, there will likely be increased traffic on 33rd Place and the surrounding area with increased traffic on 33rd Avenue to gain access to the new building, either from residents or customers of any new commercial shops.

Finally, if any of you ever decide to walk along 33rd Avenue after 3:30 p.m. or thereafter, you are going to see a number of adults, children and teens who live in the area (who are returning from school or work) and/or who use the bus stop at 33rd Avenue and Capitol Highway and must walk on the street.

Once we have increased traffic on the

streets, and all the parking spaces are taken up in my neighborhood, where are these folks going to walk?

Assuming that development will occur, I would invite all of you, both pro and con, to at least remain civil and work to promote development that helps the Village stay the Village, and doesn't impact the surrounding neighborhood as much as it could.

*Editor's Note: Michael Banks lives in Multnomah Village. A four-story, 71-unit apartment building has been proposed for a site on the corner of Southwest 33rd Avenue and Capitol Highway. For more on this subject, read KC Cowan's story on Page 1. The Post welcomes reader response. Letters are welcome up to 300 words and guest columns up to 500 words. Contact information can be found on Page 2.*

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# EARTH TALK™

**Questions & Answers About Our Environment**

Dear EarthTalk: Where will be the best places to live if global warming gets the best of us?  
 — Cynthia McIntosh, Jasper, Wyoming

If temperatures around the globe continue to rise in the face of human-induced climate change as climatologists expect, some of the world's most populous areas could become uninhabitable.

Rising sea levels will flood out coastal areas, while increasing drought will make survival in already arid areas difficult at best. While we may have at least a few decades of runway to prepare ourselves for the worst, advance planners might want to think carefully about where to put down roots now.

According to the Notre Dame Global Adaptation Index that measures and ranks 175 countries based on vulnerability and readiness to adapt to climate change, Scandinavian countries—Norway, Sweden, Finland and Denmark—just might be the safest spot in the carbon-compromised world of the future.

ND-GAIN researchers stress that residents of just about any developed country (including the U.S., Canada, Australia, New Zealand, Russia, China and most of Europe) will likely be fine staying put given the fact that better-heeled governments are already gearing up to adapt to warmer

temperatures, more intense storms, rising sea levels and other expected changes.

On the flip side, the worst places to be may be mid-latitude developing countries, including most of Africa and South Asia. The countries ND-GAIN predicts will be hardest hit by climate change include Chad, Eritrea, Burundi, the Democratic Republic of Congo, the Central African Republic, Sudan, Niger, Haiti, Afghanistan and Guinée Bissau.

Americans looking for the best place to live domestically as the world warms should also look north. Alaska and the Pacific Northwest, both blessed with plenty of water and plenty of terrain well above sea level, are generally acknowledged to be the best parts of the country to be in under a new climate regime.

In fact, University of Washington atmospheric science professor Cliff Mass believes the Pacific Northwest will be “a potential climate refuge” in coming decades. He writes in his popular weather blog that Washington State could soon become the nation's premiere wine production region as California's vineyards continue to be slammed by years and years of drought.

Meanwhile, UCLA environmental economics professor, Matthew Kahn, says that otherwise fading cities like Minneapolis, Milwaukee and Detroit will become more and more attractive as their counterparts to the south (Miami, Phoenix, Los Angeles, San Diego) take the brunt of global warming's fury.

In his 2010 book, *Climatopolis*, Kahn predicts that Detroit will be one of the nation's most desirable cities by 2100. Other climate change winners could include Vermont, Pennsylvania, Ohio, Indiana and Colorado.

Not everyone agrees that Detroit



Some consider Seattle and the rest of the Pacific Northwest to be a potential refuge for Americans looking to escape drought-stricken southern states. (Photo by Howard Ignatius, FlickrCC)

will be the golden city of our future world. Author Giles Slade contends in his 2013 book, *American Exodus*, that we all may be heading for northern Canada when global warming's fury really starts to kick in.

“The safest places will be significant communities in the north that are not isolated, that have abundant water, that have the possibility of agricultural self-sufficiency, that have little immediate risk of forest fires, that are well elevated, and that are built on solid rock,” he writes. “Our northern lands are our Noah's ark—a vital refuge against the moment of mankind's greatest need.”

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Notre Dame Global Adaptation Index (ND-GAIN), [www.gain.org](http://www.gain.org); Cliff Mass Weather Blog, [www.cliffmass.blogspot.com](http://www.cliffmass.blogspot.com).

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# Light rail tunnel to Portland Community College still under consideration

## SOUTHWEST CORRIDOR PLAN

By Erik Vidstrand  
The Southwest Portland Post

On July 13, the Southwest Corridor Plan Steering Committee will ponder whether several high capacity transit alignments under consideration in Southwest Portland will continue to be studied as part of the project.

The proposed cut-and-cover tunnel to Portland Community College Sylvania will be decided in October after the project team conducts additional analysis this summer.

They plan to carry out more public outreach to better understand impacts and to learn more about future campus plans.

If high capacity transit runs along Barbur Boulevard, the most direct access point to the campus would be 53rd Avenue, which is currently unimproved for the majority of its length.

Conceptual designs for a new streetscape are now underway, focusing on enhanced pedestrian and bicycle facilities.

According to a Metro staff report, this connection, paired with new frequent service on the TriMet Line 44 bus, would encourage more students to select transit, which would reduce parking demand on campus and traffic in the surrounding neighborhoods.

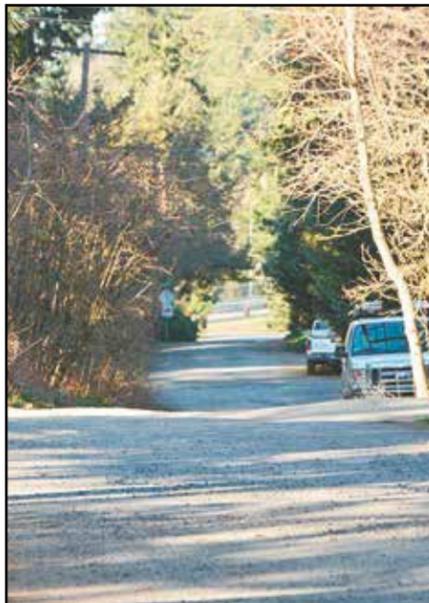
Neighbors who live on 53rd Avenue said they are not happy and have collected over 60 signatures in opposition. The potential design would require relocation of several dozen residents in the Far Southwest Neighborhood Association for at least a year.

According to a May 2015 report from Metro, "All surface features above the tunnel alignment or the station must be removed."

"This means the loss of, or loss of access to, nearly 45 homes and businesses along Southwest 53rd Avenue," explained Far Southwest co-chair Marcia Leslie.

According to Leslie, Far Southwest residents have expressed support for high capacity transit either along Capitol Highway or Barbur Boulevard but they have strong opposition to the tunnel.

"In addition, the 53rd tunnel will be twice as deep, requiring deeper shoring walls and removal and replacement of twice as much soil and twice as many truckloads to haul it away and back,"



Today, Southwest 53rd Avenue is a quiet, partially unpaved connection between Barbur Boulevard and Portland Community College Sylvania campus. One of the options under consideration would lay a light rail tunnel beneath the street. (Photo courtesy Metro)

said Leslie.

Planners said they want more time to explore whether a light rail or bus rapid transit stop on Barbur Boulevard could provide a practicable alternative for serving the community college.

Shuttle buses or even a mechanized "people mover" could feasibly help bridge the half-mile distance to campus.

"The college has been increasingly engaged in the project, and connecting to PCC is an important goal," Southwest Corridor Plan manager Chris Ford commented. "But there are notable concerns about the impacts of a tunnel."

"Several more months would allow us more time to talk to the community and PCC and work to see if there are ways to reduce the impacts of tunnel construction."

Planners hope to identify a preferred package with a short list of high capacity transit route options, along with supportive roadway, local bus, bike and walking improvements, by spring 2016.

The project will then enter a much more detailed, federally-mandated impact study before choosing a final route in 2018.

### Metro staff recommends axing OHSU to Hillsdale light rail tunnel

The staff proposed removing the Oregon Health & Sciences University

to Hillsdale tunnel from further consideration. They want to study other ways of accessing Marquam Hill, where the OHSU campus sits.

Comments at a Metro open house held at Wilson High School, and from online surveys, overwhelmingly said the Hillsdale cut-and-cover tunnel alignments were a bad deal. There will be more studies for improving access to the Hillsdale town center.

Planners said the impacts and costs of deep-bored tunnels beneath Marquam Hill and Hillsdale and a shorter loop to serve just Hillsdale via Capitol Highway/Bertha Boulevard are just too great.

Staff noted that Hillsdale is already well-served by frequent local buses, and TriMet is planning improvements as part of its Southwest Service Enhancement Plan.

"Substantial construction impacts on nearby neighborhoods and sensitive

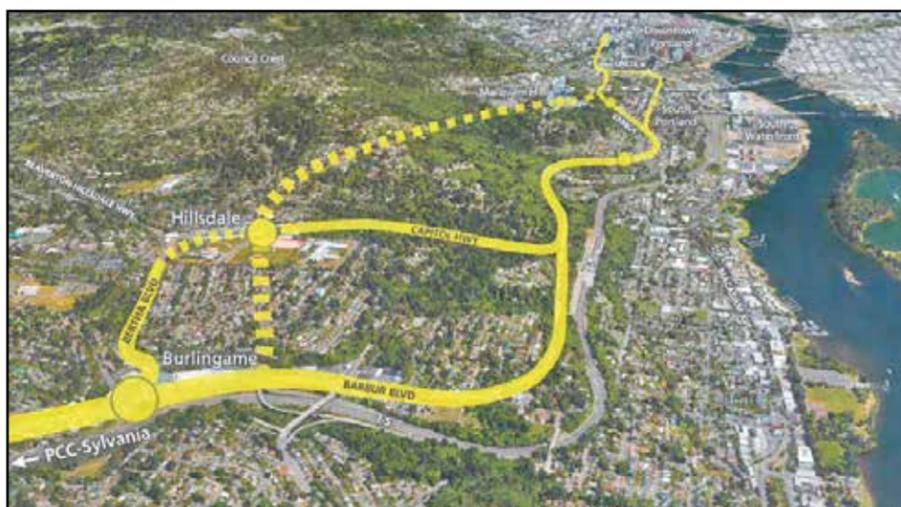
medical facilities at OHSU," Southwest Corridor Plan manager Chris Ford said, "drove the recommendation to remove a Marquam Hill light rail tunnel from further consideration.

Ford explained that the vibration and physical damage to Duniway Park, for the north portal construction site, and the constant truck traffic over multiple years in Lair Hill and Hillsdale were major community costs.

"The price tag for this project alone didn't weigh the community costs," Ford confessed.

Instead, the plan will focus on Barbur Boulevard or Naito Parkway. One idea has proposed elevators or escalators connecting to OHSU. This would provide improved service to Marquam Hill with fewer neighborhood impacts and at lower costs. Stay tuned.

Want to contact Southwest Corridor Plan staff? Call 503-813-7535 or email [swcorridorplan@oregonmetro.gov](mailto:swcorridorplan@oregonmetro.gov).



Dotted line is proposed tunnel from OHSU to Hillsdale. (Map courtesy of Metro)

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