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# The Southwest Portland Post

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Our annual  
Holiday Guide  
of local events  
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Portland, Oregon

Complimentary

December 2012

## Clyde Lewis goes ghost hunting in the basement of Fat City Café

By Don Snedecor  
The Southwest Portland Post

It's a Friday night in late October. It's a cold one so I throw on a warm jacket, grab my camera, gather up my backpack, and head out the door.

When I get to Fat City Café in Multnomah Village, it's hard to miss the fact that there is a hearse (that I first thought was a limousine) parked out in front of the restaurant's canopy.

Inside, there's a crowd of some 40 or 50 people jammed into the booths all listening to Clyde Lewis broadcasting his nightly talk show on the paranormal called "Ground Zero."

As I walk in the door, a caller named Rick mentions that he knew Bob Symes, who was dating the waitress Vivian Robinson who was shot and killed in a murder-suicide back in '73 on the stairs leading down to the basement of the restaurant.

I spent one morning digging through the files. It was Mother's Day, May 14, 1973 when the place was called the Nu Café and the owners were Art and Freda Felts.

In a 1996 interview with *The Post*, former Nu Café owner Art Felts was quoted as

saying, "All the waitresses were playgirls back then."

"None of them went out with the same guy twice, if you know what I mean. [Vivian] had a little girl, and she was going out with this guy Symes, her boyfriend."

Helen Johnson, present owner of Fat City Café, offers me a guided tour of the crime scene. We walk behind the counter through the kitchen and start down the stairway past one of the bullet holes (circled with the date) and down to the basement where Bob killed Vivian and then killed himself with a 22-caliber pistol.

The story goes that 30-year-old Vivian Robinson was separated but not divorced from her husband, I.L. Robinson, while at the same time she was dating 58-year-old Bob Symes, who lived just a few blocks away.

Freda Felts discovered the bodies after taking an hour break. According to a report in *The Oregonian* newspaper the next day, "Detectives said they knew of no reason for the incident." They said Mrs. Robinson and Symes "were acquainted."

I'm soon introduced to Dr. Jonathon Burgess, who has built a box about the size of the Ark of the Covenant in the movie "Raiders of the Lost Ark."

The box is covered in gold-colored



Dr. Jonathon Burgess (right) and an associate prepare the Golden Box with a metallic globe and flux capacitor in the basement of Fat City Café, October 26. Photos of Vivian Robinson and Mayo Methot sit on an altar in the background. (Post photo by Don Snedecor)

sheet metal. Burgess soon has it set up with some kind of metallic globe equipped with what he calls a "flux capacitor," which we all of us science

fiction junkies know was the gadget that controlled the DeLorean sports car/time machine in the movie "Back (Continued on Page 7)

## City finalizes latest construction project for Multnomah Village

By Erik Vidstrand  
The Southwest Portland Post

City of Portland representatives shared the final draft of what's being

called the Multnomah Village Stormwater Project with the Multnomah Village Business Association at its October 25 meeting.

After nearly four years of planning, feedback and redesigns, the City's

Bureau of Environmental Services will begin construction in early March 2013. It expected to last 90 days and will disrupt business access at times.

The project entails the planting of trees, demolition of sidewalks and expanding them to nine feet along Capitol Highway between 35th and 36th avenues in the heart of the Village.

Wider sidewalks on both sides of the street will allow the placement of benches, tables and café seating in some places. Several bioswales will be installed at either end of this section.

But aesthetics was not on the minds of business owners at their recent meeting. The main issues included disruption of business access during construction, lack of parking and less parking once construction is over.

"This process started back in 2008," explained Stephen Sykes, project manager for the Bureau of Environmental Services. "Many years of meetings and feedback were received during this time and it was crucial that no parking would be lost."

In fact, parking will be a lot safer according to landscape architect Ivy Dunlap. The angle in parking will be retained but placed on the opposite side of the street thus allowing drivers to back out in a safer fashion and bicyclists to avoid collisions.

Jill Crecraft, owner of Sip d'Vine, had concerns about vehicles smashing into storefront windows, since the curb will be the new barrier as cement wheel stops will not be installed.

MVBA President and Village Beads owner Michele Cassinelli half-jokingly said she would be taking her vacation during the construction but the City assured merchants that business would

be disrupted as little as possible.

"Obviously merchants are concerned," responded Sykes, "but all standard provisions will be provided the entire time."

This comes after years of sewer and water construction on Multnomah Boulevard, in which merchants, residents and shoppers alike became inpatient and saw business decline.

Members at the MVBA meeting urged the city to help promote business as usual during the spring construction time and requested all construction workers to park away from main business areas.

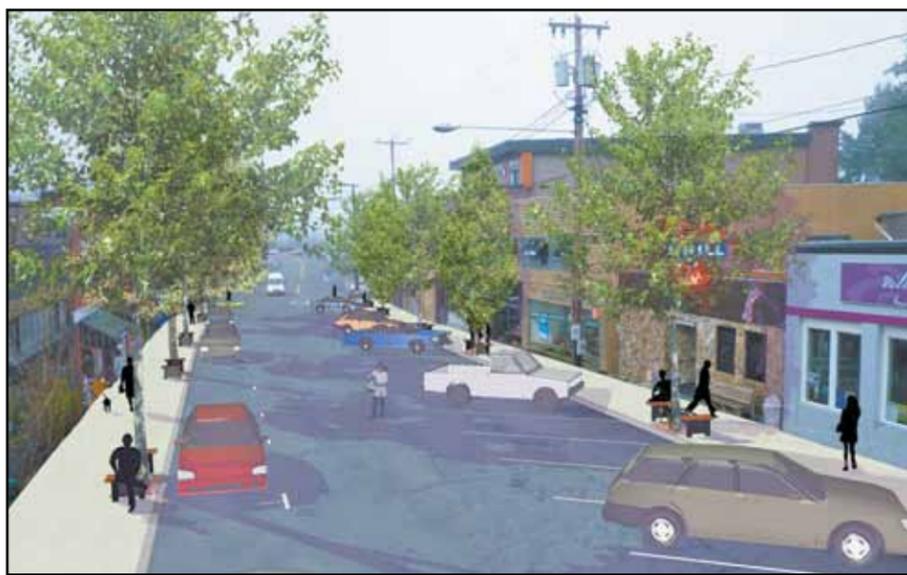
Work will take place from 7:00 a.m. to 6:00 p.m. Monday through Saturday and possibly some Sunday work which will need a special variance application.

When asked about the possibility of moving utilities underground, the response was that this was a very expensive endeavor and would be the responsibility of the business or property owner to pay.

Medium-sized native trees will provide shade and were selected on beauty, fall foliage and whether or not they would make a mess with fruit or leaf droppings, said Dunlap. "Conifers would be too large for the area and crack the sidewalk," she said.

"We are excited about the changes and livability factor," commented one business owner who wished to remain anonymous, "but the city needs to keep to their timetable, enforce construction worker parking, and get done by 90 days."

For more information about the Multnomah Village Stormwater Project, please email [ivy.dunlap@portlandoregon.gov](mailto:ivy.dunlap@portlandoregon.gov) or visit [www.portlandonline.com/bes](http://www.portlandonline.com/bes).



Southwest Capitol Highway at 35th Avenue, looking west. (Illustration courtesy of Portland Bureau of Environmental Services)

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

# Architects discusses master planning process for former Sears Armory

## FROM THE EDITOR'S DESK

By Don Snedecor  
The Southwest Portland Post

Paul Falsetto, a representative of the architecture firm of Carlton/Hart, discussed the master planning process for the former Sears Armory site (Southwest Multnomah Boulevard near 25th Avenue) at the November meeting of the Multnomah Neighborhood Association.

The Sears Armory was recently handed over from the U.S. Department of Defense to the Portland Office of Emergency Management.

Falsetto said plans include an emergency command center, fueling station, maintenance and repair facility, de-icing equipment and supplies, NET training and storage, warming shelter. Emergency supplies such as water and food could also be stockpiled.

City bureaus are weighing in on a variety of uses for the site including supplies for the POEM, water bureau, maintenance bureau, transportation bureau, fire bureau, police bureau, etc.

Bryan Ackler raised a concern about raised a concern about "piles of gravel" being seen from Multnomah Boulevard. Falsetto said this was noted and that the architects understood that this was the gateway to Multnomah Village. Mitigation could include trees and other landscaping to protect the "viewscape."

Randy Bonella noted that American Red Cross and other emergency organizations could use the main building for classes and meetings.

Someone asked if a community garden was something that the neighborhood was interested in on the site. A pocket park was another suggestion. A creative play area (with building materials) was another suggestion. A playground was another idea.

### A streetscape named Multnomah Village

At the same MNA meeting, Stephen Sykes of the Portland Bureau of Environmental Services gave an update on the Multnomah Village Streetscape (and Stormwater) Project. Plan is construction for 90 days between March and May. Lower lot of Multnomah Center will be paved and planted after the Multnomah Village project is completed.

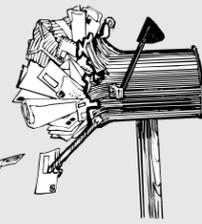
Parking will be diagonally along the north side of Capitol Hwy. Deciduous trees will be planted with dual benches underneath each tree. Concern about sap dripping onto parked cars was raised.

Tree roots cracking sidewalks was also raised. Standard sidewalk paving will be utilized. Businesses will be open during construction and parking along one side or the other will also be available.

Parking will be redirected to the lower lot of the Multnomah Center during construction. While the plan is 90 percent complete, there were suggestions for a Benson bubbler drinking fountain and horse rings along the curbs if possible.

*Editor's Note: See Erik Vidstrand's news story on Page 1.*

## Letters to the Editor



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

### Reporter got his facts wrong in story about NCM

Thanks for Lee Perlman's article on the grand opening of NCM's new Helfgott Research Institute and Community Education Center ["Naturopathic college opens new downtown research facility, laboratory" November 2012].

While we loved reading the article, there were a number of factual errors—including the headline—that I'd like to bring to your attention.

NCNM's full name of our college is National College of Natural Medicine; it has not been just a naturopathic college since 2006 when we changed the name from the National College of Naturopathic Medicine, since we offer graduate programs in classical Chinese medicine, research, as well as in naturopathic medicine.

- The name of the college is incorrect in the text and the caption.
- The size of the new facility is 8,390 square-feet, not 19,200 square-feet, as stated in the second paragraph.

• The entire name of the new facility is NCM's Helfgott Research Institute and Community Education Center; it is not the Helfgott Research Center, as noted in the caption.

• Charlee's Kitchen is not a "food preparation area," but a *teaching kitchen* for our graduate students—and also folks in the community who take our new nutrition and cooking classes.

• The degree program we offer at the Helfgott Research Institute is a Master of Science in Integrative Medicine Research.

• NCM's research dean spells her last name as Zwickey, not *Swickey*.

I hope this note will help straighten out any misunderstandings in the future. If you can correct these errors in your next issue, we would appreciate it.

Marilynn Considine  
Director, Public Relations  
& Communications  
National College of Natural Medicine

Editor's Note: The Post regrets the errors in the original story and stands corrected.

### Coming in January,

news reporter Jillian Daley takes us on a tour of the next big water and sewer project. This time, it's in Hillsdale. Plus, find out if business reporter Erik Vidstrand can solve the mystery of the empty Walgreen's.



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general email: news@multnomahpost.com  
web address: www.swportlandpost.com

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## Landowner proposes plan to replace a red cedar tree cut without permission

By Jillian Daley  
The Southwest Portland Post

The City of Portland has cited a landowner for not seeking the city's permission before removing a Western Red Cedar tree from the site of a future subdivision at Southwest 63<sup>rd</sup> Avenue and Vermont Street.

The city has required that landowner Robert Whitaker plant replacement trees to remedy the situation.

During a Maplewood Neighborhood Association meeting last month, the association's land use chair Claire Carder told neighbors she supports the replacement tree plan.

Whitaker intends to add six Western red cedars, six Western flowering dogwoods and three big leaf maples.

"I hope they're not those two-inch

sticks," said neighbor George Kraus.

The proposed trees are to be two inches in diameter and would provide a screen between the five-lot subdivision and other residences. The tree the new plantings replace was 30 inches in diameter.

Carder said her research shows that smaller trees are used because they have a greater survival rate than larger ones.

"He is going above what is typically required," planting five more trees than he needs to, said hearings officer Kathy Harnden.

The public comment period on the replacement plan ended Nov. 26, and then, Harnden was to write her decision, which is open for appeal for 14 days afterwards.

She said as of Nov. 20 no one had contacted her about the issue, and she expects the replacement trees could be planted in February or March, depending on how things go.

Whitaker got a land division permit from the city to ready the site for houses in 2004, and trees including the Western red cedar were approved for preservation, Harnden said.

Project manager Brian Keicher said Whitaker removed the Western red cedar in July 2011 because he thought he was allowed to do so and an arborist's report in July 2008 said wind had damaged the evergreen beyond repair. Whitaker considered it a hazard.

Whitaker and his associates did not follow the correct channels, Harnden said. "They needed to contact the city



Photo courtesy of Marion County

to get approval to remove that tree," she said.

Next year, the land should be ready. Keicher said he expects once a developer builds out the site, the homes will go quickly.

"That's a good neighborhood, close in, lots of room, so I would imagine by the fall of 2013, the first occupancy could take place," he said.

At the start of this month, there still is time to appeal the tree replacement plan. If anyone wishes to do so, they may contact the Land Use Board of Appeals at 503-373-1265 or 550 Capitol St. NE, Suite 235, Salem, OR 97301. There is a fee to appeal.

## Zidell presents South Waterfront "concept" to Design Commission

By Lee Perlman  
The Southwest Portland Post

Representatives of the Zidell Company last month presented the Portland Design Commission with a set of concepts governing the redevelopment of their riverfront property.

For 80 years Zidell has carried out barge-making and other river-related industrial activities along a 33-acre tract of land between Southwest Porter Street and the Ross Island Bridge.

Redevelopment plans so far, as presented by a design team led by architect Eugene Sandoval, had few specifics. Sandoval and others repeatedly emphasized the need to create public gathering spaces and to "bring people to the river."

Sandoval's plans call for creating two new east-west streets, Grover and Barge Way, a block apart with green space between them. They call for a two-acre park under the Marquam Bridge, and other sorts of green areas.

Zidell's concept suggests a gradual increase in building height from the south end to the north.

One of Zidell's most controversial ideas was an "accessway" that cars could use, 600 feet long, within the 100 foot greenway setback.

This is crucial for the success of retail, which in turn is needed to make the area feel public, Sandoval argued. "Riverplace, which doesn't allow cars,

(Continued on Page 5)

## Five new townhouses are planned for the historic Lair Hill district

By Lee Perlman  
The Southwest Portland Post

Bruce Vincent of Consolidated Land and Cattle is planning to build five two-story town homes at 3314 SW First Ave., on historically "sacred ground."

Not only is it part of the Lair Hill National Historic District, but it is on the site of a 19<sup>th</sup> century building, last used as the Great Northwest Bookstore, destroyed by fire in 2010.

At a pre-application conference last month, Vincent and architect Cody Johncheck said the units would have front porches facing First Avenue, that they would have a common parking area in the rear with a single access, and that they would be built on lots 17 feet wide.

Planner Douglas Hardy said that the project would be subject to two public reviews, one for the lot division and a Type III design review. The latter would involve a mandatory public hearing before the Portland Historic Landmarks Commission.

Planner David Skilton said that lots narrower than 25 feet might be problematic, and so would the planned wide front porch. "A traditional covered porch would be a much easier sell," he said. Vincent argued that there are buildings nearby, approved under the guidelines, similar to what he proposed.

Skilton added, "The design guidelines for this district are the most squirrely we have. They were written in 1980 by the neighborhood without consideration of code requirements."

Jim Gardner, a South Portland Neighborhood Association board member and Lair Hill resident, took issue with this. "We've reviewed many other developments under these guidelines and found them useful," he said.

"Some of the buildings we weren't necessarily happy with or felt were appropriate." Gardner urged Vincent to "take your cue from the older buildings" rather than those built under the guidelines.

Gardner said he liked the porches Vincent proposed. He had expressed other concerns at a neighborhood meeting prior to the pre-app. There was too little differentiation between the five units, he said, and they appeared to be "one continuous wall."

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## Are You Ready?

### 5 Easy Tips To Help You Prepare for Any Emergency

By Joyce De Monnin,  
AARP Oregon Outreach Director



The key to maintaining your health, safety and comfort during a disaster – whether it's a big or small disaster – is to plan ahead. But how do you know if you're really prepared for an emergency? Maybe you already have smoke alarms and carbon monoxide detectors at home, along with a first aid kit <http://healthtools.aarp.org/adamcontent/first-aid-kit>, fire extinguisher and some flashlights. But those are just the basics, and even they need to be checked every year. There's no better time than now to reassess how well you're prepared for an emergency at home.

Here are five straightforward – and relatively simple – steps to review your emergency preparedness:

1. Take an inventory of the contents of your home and take photos or videos of the exterior and interior. Keep them in a safe location off the premises.
2. Talk with your family members and neighbors about how to reconnect, with contact numbers and a place to meet if you must evacuate or flee. Pay special attention to any seniors or people with disabilities who live nearby.
3. Place copies of vital documents and records (like personal identification, bank statements, wills, prescriptions, Social Security and health insurance cards, and important phone numbers) in a weatherproof container that you can grab as you run out the door.

You can use an Emergency Financial First Aid Kit <http://createthegood.org/toolkit/operation-emergency-prepare?how-to-toolkit=1> developed by Operation Hope, FEMA and Citizen Corps to help you organize your information.

4. Buy a battery-operated radio and have flashlights with extra batteries easily accessible. Have other emergency supplies ready – a change of clothing, prescriptions, extra glasses, cash, water, food, blankets, whistle and face mask.
5. Put an emergency checklist near the door to make sure you don't forget anything.

After you've completed the checklist for your home, do some extra good by helping a friend or neighbor prepare for an emergency. A disabled, homebound or infirm person probably can't do all of these things and may be reluctant to ask for help. To learn more about disaster preparedness, visit [www.ready.gov](http://www.ready.gov).

Have a great tip to share? Post it on [www.Facebook.com/AARPOregon](http://www.Facebook.com/AARPOregon).

## Construction of new Multnomah Safeway supermarket on schedule

### THE COUNTRY STORE

By Erik Vidstrand  
The Southwest Portland Post

The old Safeway on Barbur Boulevard with the classic, curved roof is gone. So are the parking lot and the house directly behind the property.

A deep hole to house two new cement fittings is there instead. There won't be any underground parking. Parking will be on surface lots at street level.

This Safeway will utilize a new podium style where the store is located on the second floor with parking underneath. Bike racks will be installed, and of course, Portland bioswales will be present.

The new store will even cater to dogs; a drinking fountain for pooches will be installed.

Eric Huth, Superintendent for Robertson and Olson Construction, says everything is going smoothly. Approximately 20 construction workers are now on site and expected to increase by 80 after the holidays.

"Many items were recycled or are being reused in the new facility," stated Huth. "Old 2x12s are being refitted, concrete pulverized and the metal was salvaged."

Even the large wall clock and pharmacy sign were donated to takers.

So far everything is going smoothly.

According to Huth, no complaints of noise, traffic disruption or construction issues have occurred.

While the project will not follow a LEED certification, the building will use natural light and reclaim rainwater.

"Visitors have been curious," Huth said. "All we ask is that you don't enter the fenced area. Safety is our main goal."

Huth will be putting his personal cell phone number on the billboard facing Barbur Boulevard.

"If anyone has concerns or questions, please call me. I'll handle your concerns as best I can." Grand Opening is slated for fall 2013.

### Empty Pagenwood building expected to be filled by February

Multnomah Villagers have been wondering what is going on with Tom Pagenstacher's old woodworking shop at the corner of Southwest Capitol Highway and 35<sup>th</sup> Avenue in Multnomah Village.

Speculation on everything from a dance hall, to a sushi restaurant to a pizza parlor has surfaced in discussions on the recent First Friday.

Adam Khawaja, retail broker for Urban Works Real Estate, reported that the building will remain intact, not adding any floors or expansion, and could perhaps be divided in half.

"As you know, when you have the City [of Portland] involved," said



Footings are being installed for the new Safeway under construction at Barbur Boulevard and Capitol Hill Road. (Post photo by Erik Vidstrand)

Khawaja, "there are lots of permits involved and repairs that need to be brought up to code."

Urban Works has been fielding several offers and hoping on delivery of the new tenants in sixty days.

"We want to make sure it's the best fit for the community," Khawaja replied.

Long-time resident Stu Ellis said he hoped there would be a much needed sushi bar and restaurant. A bartender at O'Connor's had heard it would be a pizza parlor.

Thinker Toys co-owner Joan Steinbach said whoever the new tenants would be, they would be a great addition to the village.

Once a grocery and later a Chevrolet dealership, the building was home to Pagenwood Restoration for decades.

### Recently completed Barbur Walgreens remains mysteriously empty

The lights are on but nobody's home.

The new Walgreens at the corner of Southwest Barbur Boulevard and Capitol Highway has been completed since October but the store remains empty and no one seems to want to talk about it.

The corporate office said it was "unauthorized" to make any comments about the store and calls were directed to the regional manager. After six unreturned calls, a search for information on the website came up empty.

"Hmmm, it's quite strange," replied a clerk at another local Walgreens who wished to remain anonymous.

"Normally these new projects need time to place new items in the store, fill up the shelves, etc." said one Walgreens manager. "It passed all the permits."

A chain link fence secures the property. Landscaping adorns the perimeter and neon lights boldly display the Walgreen logo.

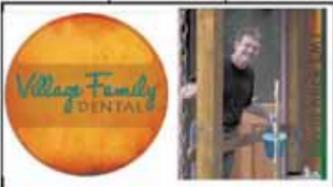
If anyone has any additional information, please contact *The Post*.

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**HOLIDAY GUIDE**

By Don Snedecor  
The Southwest Portland Post

**1 Christmas Tree Sale** benefiting Boy Scout Troop 351 will take place on the corner of Southwest River Parkway and Gaines Street, Saturdays, 12:00 p.m. to 8:00 p.m., December 1-15. The non-profit sale funds the Boys Scouts and Venture Crew's summer camps and activities. It is run by volunteer boys, girls and parents. For more information call 503-775-2848 or Facebook them at BoyScoutTroop351Portland.

**Holiday Bazaar and Used Book Sale** will take place on Saturday, December 1, 9:00 a.m. to 3:00 p.m., at the Garden Home Recreation Center, 7475 SW Oleson Rd. Books sales benefit the Garden Home Community Library. For more information call 503-245-9932 or visit [www.wcccls.org](http://www.wcccls.org).

**The Canterbury Tales of Geoffrey Chaucer's Flying Circus** is a comedic play being performed by the Robert Gray Middle School theater department, December 1, 7, and 8 at 7:00 p.m. and December 9 at 2:00 p.m. Performances will be held at the school, 5505 SW 23rd Ave. The winter play tells various characters' stories from Chaucer's Canterbury Tales in a Monty Pythonesque style of humor. Tickets are \$5 and \$7 and can be purchased at the door or online at [www.rgms.schoolauction.net/theatre/register](http://www.rgms.schoolauction.net/theatre/register). For more information, contact Denise Bruce at 503-310-1628 or [monkadenise@gmail.com](mailto:monkadenise@gmail.com).

**7 Multnomah Village Holiday Gala** starts on First Friday, December 7. Includes horse drawn carriages starting at 4:00 pm. staging at both the Multnomah Arts Center and Key Bank. Tree lighting at 6:42 p.m. at Southwest 35th Avenue and Capitol Highway. Carolers perform throughout the evening. Stores open late. On Saturday, December 8, events include a pancake breakfast with Santa at 8:30 a.m. sponsored by Southwest Hill Kiwanis at the Lucky Labrador Pub. Carolers sing throughout the day. Find Golden Ticket specials throughout the Village through December 31.

**Christmas in Dairyville.** Get your family in the holiday spirit with a stroll down Storybook Lane at Alpenrose Dairy, 6149 SW Shattuck Road. The Cadonau family opens the grounds to Dairyville for this holiday tradition that



Thomas Lindsley stars as Bob Wallace and Leah Yorkston as Betty Haynes in Lakewood Theatre Company's production of Irving Berlin's White Christmas playing December 12 - 23. (Photo by Lake Oswego Photographers)

has been around for decades. The dairy will be open Fridays 3:00 to 6:00 p.m. and Saturdays, 11:00 a.m. to 6:00 p.m., December 7-23. Includes 300 flocked trees, farm animals, carolers singing, pictures with Santa, vintage storefronts, holiday gift shop, and holiday movie screenings at the Opera House, and more. Proceeds from various sales at Storybook Lane will benefit charities throughout Oregon including 4-H programs. For more information, visit [www.alpenrose.com](http://www.alpenrose.com).

**18 JazzGuitars** will be performing swinging jazz standards and

iconic pop tunes at the Garden Home Community Library, 7475 SW Oleson Rd, on Tuesday, December 18, at 7:00 p.m. Adults only. Call 503-245-9932 or visit [www.wcccls.org](http://www.wcccls.org) for more information.

**23 Handel's "Messiah"** will be performed by the Portland Chamber Orchestra, featuring vocal soloists, the Oregon Chorale and the Portland Boychoir at Agnes Flanagan Chapel, Lewis & Clark College on Sunday, December 23 at 3:00 p.m. For tickets and information, visit [www.portlandchamberorchestra.org](http://www.portlandchamberorchestra.org).

**Zidell Waterfront Concept**

(Continued from Page 3)

keeps failing," he said. City planner Troy Doss warned that this probably isn't in the cards. "There was a very active debate as to whether to have a road on the greenway, and the decision was not to," he said.

According to Doss, "It can't go into the greenway, and it can't be a regular street. Two lanes with parking isn't an 'accessway,' it's a street. The greenway is just 100 feet wide, and it's chocked full of programming."

Commission members discouraged the Zidell team from pursuing this course. "There would be a lot of push-back," Kathryn Schultz said. "It could derail all your good work," David Wark said.

Commission chair Gwen Millius added, "There's a 100-foot setback for a reason."

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# Planning report calls for parallel main street at 26th, Dolph, and Spring Garden

## BARBUR CONCEPT PLAN

By Lee Perlman  
The Southwest Portland Post

As this issue went to press, the Bureau of Planning and Sustainability had scheduled a public open house for November 29 to review recommendations of the Barbur Concept Plan. These include targeting what are now side streets, parallel to the boulevard, as potential development areas.

The Plan is an effort to determine the desired type and level of new development on Barbur Boulevard, identify obstacles to such development, and identify improvements to overcome such obstacles. It is a complement to a wider study by Metro, the Southwest Corridor Study, which is looking at a major transit project for the area.

This study recently narrowed the choice of mode to a new MAX light rail line, enhanced bus service, or No Build. The study covers the area from Downtown Portland to Sherwood, but it has concluded that if a light rail line is selected, it should go only as far as Tualatin.

Planners found that land along the boulevard consisted mainly of single-story, car-oriented commercial and multi-family residential buildings dating to the 1950s.

The commercial structures currently have vacancy rates higher, and rental prices lower, than the citywide average.

Residential areas nearby are home to people with above-average incomes and education-levels compared to the rest of the city. Based on public input, the Plan calls for mixed-use development in buildings three to four stories tall.

The public previously rejected a higher level of density. The Plan divided Barbur Boulevard into a series of segments and focus areas. It gave the most attention to the northernmost segments, Kelly and Hamilton.

Not surprisingly, the report found that a major issue in the Kelly segment is the internal transportation access problems in the area, while a benefit is its proximity not only to downtown but to the Portland State University, Oregon Health and Sciences University, and National College of Natural Medicine campuses.

It proposed to put high-capacity transit, whether rail or bus, on Southwest Naito Parkway rather than Barbur Boulevard, and to simplify the “spaghetti maze” of Ross Island Bridge access ramps.

At the Hamilton segment, the Plan foresees development taking place primarily on Southwest Corbett Avenue. However, it does call for reconfiguring the Hamilton-Barbur intersection.

Immediately south of Hamilton-Barbur is the segment known as the Woods, which consists largely of wooded frontages of property oriented toward interior streets. The Plan doesn’t anticipate much redevelopment here, but does call for making bike and pedestrian improvements continuous.

South towards Terwilliger Boulevard and beyond is what the report calls the Historic Highway. Two focus areas are served by Fred Meyer, the anchor of Southwest 13<sup>th</sup> Avenue, and a Safeway under construction at Capitol Hill Road.

The biggest problem near 13<sup>th</sup>, the report said, is the fact that the land is largely in the hands of absentee owners seen as less likely to “reinvest.” There is relatively good infrastructure, the report says, but it calls for a new traffic



A recent view of Barbur Boulevard looking north at 13th Avenue. (Photo courtesy of Portland Bureau of Planning and Sustainability)

signal at 13<sup>th</sup>.

The Capitol Hill area has seen some new rowhouse development, and has some “large parcels with a potential for redevelopment.”

A problem is a lack of continuity of bike and pedestrian facilities, and the existing bridge over Southwest Multnomah Boulevard “precludes bike lanes and standard sidewalks.” The report calls for new roadway connections that don’t currently exist.

Near Southwest 26<sup>th</sup> Avenue, the report calls for a “parallel main street” along Southwest Dolph and Spring Garden streets and 30<sup>th</sup> Avenue for new development. It also calls for a new freeway on-ramp at 26<sup>th</sup> Avenue.

The Far Southwest segment takes in the Crossroads at Southwest Capitol Highway and everything else to the city limits.

According to the report, “There is no way to solve the transportation circulation of the Crossroads one intersection at a time.”

South of the Crossroads to the Washington County line, the report says, Barbur Boulevard is relatively isolated, and retail would have to compete with more established areas in Tigard.

The report does see potential services for students north and south along Barbur Boulevard on their way to the Portland Community College Sylvania campus.

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### Ghost Hunting

(Continued from Page 1)

to the Future.”

Apparently the idea is to invite any ghosts that may be trapped in the Fat City Café building to go for a ride in the Golden Box in the back of the hearse to an unnamed graveyard in the West Hills, where the box would be opened and spirits set free. And of course all of this is set to take place during a live broadcast on local radio station KXL.

All of this is a little too much for me to handle (and besides I haven't eaten all day) so I head to a safe haven a few blocks away to get some food and clear my head. A half hour later I am back at Fat City where I find the Scooby Doo Gang downstairs in the basement doing their ghost capturing thing.

Apparently one of the paranormal investigators caught something on video that looked like a fog machine mist that they were convinced was some kind of vortex.

But better yet was a recent photograph of some kind of naked female apparition captured by Anne Bocci (or

her son), who owns the boutique next door. The photo was taken in the basement of the boutique. Was the naked lady the ghost of Mayo Methot? Your guess is as good as mine.

*Mayo Methot was the dazzling Hollywood femme fatale who was married to Humphrey Bogart before he left her for Lauren Bacall. Bogart and Methot loved to go out drinking. In Portland their favorite bar was Jake's downtown.*

*They were notorious for their drunken brawls, and were known as the Battling Bogarts. Methot, who grew up in Portland, returned here after she broke up with her husband around 1945. She is said to have died of alcohol poisoning in a boarding house room upstairs in the same Multnomah Village building in 1951. Her decomposed body was found more than a week later.*

It's around 9:30 or 10:00 p.m. I'm in my pickup truck driving home, but of course glued to the radio.

Clyde Lewis is describing the scene. Dr. Jonathon Burgess is giving the blessing over the Golden Box at Mt. Calvary Cemetery, somewhere in the

West Hills, in some unrecognizable tongue, wearing a special shaman's shawl.

“Don't look at it,” one of Lewis' cohorts exclaims, reminding us of the famous scene in “Raiders of the Lost Ark.” But of course they do and even take video to mark the event.

Did somebody see a ghost that night? Did Clyde Lewis and company really give some ghosts a lift to the cemetery? Can it get any weirder than this? You be the judge. You can check out the photography and video and listen to the October 26 podcast at [www.groundermedia.org](http://www.groundermedia.org).

### Sellwood Bridge scheduled to close for up to a week in January

For Southwest Portland, Sellwood and Clackamas County residents, January 10 may be a mini-version of the Bay Area's Carmageddon. On that day the Sellwood Bridge will close for “up to a week,” according to Multnomah County spokesperson Mike Pullen.

The purpose is to move the deck of the existing bridge to a set of piers now under construction about 40 yards to the north.

When the transfer is complete, the relocated bridge will serve as a temporary detour route until a new bridge is constructed in the old location, hopefully by late 2015.

For the critical week, traffic will be diverted to the city's seven other Willamette River bridges, with the impact most likely to fall most heavily on the Marquam and Hawthorne spans.

“The biggest traffic impact is likely to be on the east side,” Pullen told *The Post*, but there may be heavier than



Construction continues on the Sellwood Bridge as workers add deck panels to the west approach of the detour bridge. (Photo courtesy of Mike Pullen, Multnomah County)

normal traffic on Southwest Macadam Avenue as well, he said.

At this time also crews are constructing new retaining walls and taking other measures to stabilize the hill-sides along Macadam Avenue north of the bridge.

Plans for the new bridge call for reconfiguration of the approach roads that will necessitate cutting into the hillside.

—Lee Perlman



Framed photographs of Vivian Robinson (left) and Mayo Methot were placed with candles on an altar as part of the paranormal investigation in the basement of Fat City Cafe, October 26. Both women died in the same building at different times. (Post photo by Don Snedecor)

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# Neighbors learn disaster preparation; Progress continues on Red Electric Trail

## HILLSDALE NOTEBOOK

By Jillian Daley  
The Southwest Portland Post

Hillsdale Neighborhood Emergency Team member John Morris told neighbors there's one thing about disasters that everyone should know.

"I think at this point, most people know that if there is a disaster, you're not going to call 911 – they're not going to come, at least not for a week," Morris said at a presentation before the Hillsdale Neighborhood Association last month.

He recommended to the gathering of more than 20 people that they keep an emergency stock of food and water. He added that freeze-dried food is a good option, but some brands may need more water than others, so it's best to read labels carefully.

One neighbor at the meeting piped up to say that it's best to keep a vehicle's gas tank full because fuel may not be

available after a major disaster.

Oregon is on a fault line, and experts have for years said there could be a major earthquake in the near future. Morris said such a disaster has the potential to kill thousands of people and level tens of thousands of buildings statewide.

Most Oregon buildings, however, will stand strong, and so will many of the people in them if they know what measures to take before, during and after the quake, says the Oregon Emergency Management booklet that Morris brought to the meeting.

For more information, visit the OEM website at [www.oregon.gov/omd/oem](http://www.oregon.gov/omd/oem).

### Neighborhood Greenways budget could pay for Cheltenham improvements

Also at the Hillsdale meeting, Don Baack, chairman of the SW Trails PDX community group, said neighbors will send a letter to the city requesting an extended shoulder on Southwest Cheltenham Court to make it safer for pedestrians and bicycles heading uphill.

The extended shoulder would be four feet wide and on the east side of Cheltenham. The letter will also request that the city fill in the sidewalk gaps along SW Vermont Street, from Bertha Boulevard to 10<sup>th</sup> Avenue, Baack said.

Baack said improvements could be paid for with the construction budget for Neighborhood Greenways. Greenways are streets with low traffic volume that give priority to pedestrian and bicycle traffic.

"Federal studies have shown that extended shoulders cost a fraction of the cost of full sidewalks but provide about 80 percent of the safety benefits," Baack said.



Neighborhood Emergency Teams member John Morris gave a presentation on disaster preparedness during last month's Hillsdale Neighborhood Association meeting. (Post photo by Jillian Daley)

He distributed freshly made copies of a brochure detailing Portland's Red Electric Trail, which follows part of the route of Southern Pacific's "Red Electric" interurban passenger train, which ran early in the 20<sup>th</sup> Century.

Once complete, the in-progress project will connect Washington County, Southwest Portland and the Willamette River with a series of bridges and trails for bicyclists and pedestrians.

Baack also told Hillsdale neighbors that he is looking for people to volunteer at regular work parties alongside representatives from the Burlingame Fred Meyer. The volunteers would remove ivy, blackberries and other invasive species from George Himes Park. For more information, email Baack at [baack@q.com](mailto:baack@q.com).

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