



## Sunday Parkways combines with Terwilliger Centennial for grand event July 22

By Lee Perlman  
*The Southwest Portland Post*

July 22 is not only Southwest Portland's first experience with Sunday Parkways, but Sunday Parkways first

experience with Southwest. It has been, and will be, a learning experience for both.

From 11:00 a.m. to 4:00 p.m., a roughly circular route is declared off limits to motor vehicles for five hours, allowing bicyclists and pedestrians a unique

chance to experience the community.

The route is usually on local streets but, this time, Friends of Terwilliger won out in their efforts to incorporate the event into their centennial celebration.

However, since *The Post* last wrote about this event in April, there have been some new developments. Both neighborhood and City of Portland planners thought the Charthouse Restaurant, 5700 SW Terwilliger Blvd (at the Eagle Point overlook) was closed on Sunday.

In fact, they later learned, the Charthouse is open for Sunday brunch and its patrons need auto access. Thus there will be a detour involving Southwest Cheltenham and Chestnut streets and Westover Drive.

The route will also take in parts of other major streets. It is a departure, organizer Linda Ginenthal of the Portland Bureau of Transportation told *The Post*, but "the people in Hillsdale and Multnomah Village were so enthusiastic, we decided to go with it."

Another innovation: for pedestrians, a spur route will go off the pavement. Organizers will encourage pedestrians to take Trail 3, a two-mile journey from

Hillsdale Town Center to Gabriel Park, introducing southwest's famed trail network to "a whole new audience of folks," Ginenthal said.

Along the way, participants will find events and attractions. For instance, in Gabriel Park the Portland Bureau of Parks will provide a climbing wall for youngsters, and Kaiser Permanente will have a vintage photo booth.

There will be a Community Market Place for businesses and agencies to show and tell at Maplewood School, for whom this is also a 100<sup>th</sup> anniversary. There will be music and food giveaways at Food Front Market in Hillsdale.

In Multnomah Village, Annie Bloom's Books will have a sale, and Lovin' Spoonful Pies will have a booth on Southwest Capitol Highway to show off their wares.

PBOT has always worked with community groups on this event, but never to the extent that they are sharing responsibility with Friends of Terwilliger.

Friends of Terwilliger will manage events on Terwilliger Parkway between the Charthouse and the Southwest Sam Jackson Road intersection at Duniway Park. At Duniway Park there will be  
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**SAFETY ROCKS** These three were among the six winners of PGE's "Color Me Safe" contest held this spring. Rachel Demary (left) attends Maplewood Elementary School in Southwest Portland. The other third graders are Monique Rabago (center) and Maria Sanger (right). The third graders got to ride the float "Safety Rocks" in the Rose Festival's Starlight parade on June 2. (Photo courtesy of PGE)

## Soil at Corbett home to get contamination testing

Having discovered high lead levels at one Corbett neighborhood home, the Oregon Department of Environmental Quality (DEQ) will test the soils of its neighbors this summer.

DEQ's Scott Manzano told the South Portland Neighborhood Association last month that his agency's attention was called to the property at 236 S.W. Flower St. when it was mentioned in an article in USA Today dealing with former Brownfield sites in 14 states.

A single-family house has occupied the site since 1976, he said, but from 1910 to 1965 Multnomah Metals operated a smelter on the property.

Between 2002 and 2003, DEQ collected soil samples on the property, and found lead levels up to 12 times greater than the maximum levels acceptable for residential property. According to Manzano, there were also traces of arsenic, barium and cadmium.

In response to the press coverage, Manzano said, DEQ has tested soils on eight other nearby properties.

On two lots immediately adjacent to the former smelter site, the lead levels were lower, but still in excess of acceptable residential levels, he said. On six others – all to the south, the lead levels were acceptable, Manzano said.

DEQ now proposes to do additional testing on other properties within two blocks of the site, and especially to the north of it. Access is an issue, Manzano said.

The agency has the legal authority to demand access for testing, and would exercise it if "there was a site where we had reason to believe there is a really bad pollution problem, but we respect private property rights."

Manzano quickly added, "The feedback from the neighbors is that they're concerned and want to help."

One neighbor, Aimee Hester, asked if the contamination might make the fruit of fruit trees unsafe.

DEQ's Barbara Zeal replied that there was little danger, especially from the  
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Illustration courtesy of Zimmer Gunsul Frasca Architects LLP

## Seven-story housing project approved on west side of Ross Island Bridge

In a rare coup, a new seven story, mixed use tower in the South Waterfront won approval from the Portland Design Commission at its first hearing.

The project, by Jonathan Ledesma's Project Ecological Development, represents the first redevelopment of the industrial holdings of the Zidell Company, which owns 33 acres on the north end of the South Waterfront.

It is located on three irregularly shaped parcels totaling 18,000 square feet on Southwest Moody Avenue at Grover Street, just south of the Ross Island Bridge. It will be predominantly residential, with 118 units ranging in size from studios to two-bedroom, but will include two restaurants at the ground floor as well as an open "porch" at the northeast corner.

The building will have no off-site parking. Spokesperson Kathleen Mazocco said that a building so close to both the Portland Streetcar and the new

Portland to Milwaukie light rail line should be "transit-oriented." However, she said, "We do realize that some tenants will have cars," and noted that in the short term, at least, Zidell's property will offer ample parking opportunities.

However, planner Mark Walhood, who had recommended approval of the project in his staff report to the Commission, told *The Post* that such parking plans may be problematic. There is a statutory limit on the number of spaces in surface parking lots allowed in the South Waterfront, he said, and this cap has already been exceeded.

Commission members praised the project as a "gateway" and "anchor" to the newly developing neighborhood in a difficult development site. Contrary to normal practice, they did not ask the development team to make any changes or refinements.

– Lee Perlman

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