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The Southwest Portland Post

Southwest Portland's Independent Neighborhood Newspaper

INSIDE:

Two neighborhoods
concerned about design
of Stephens Creek
Crossing – Page 6

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Tryon Life Community Farm not your typical southwest front yard

By Jillian Daley
The Southwest Portland Post

Change is afoot at Tryon Life Community Farm with two potential hires, a fresh revenue stream, farm leaders' successful change of state law and a new, eco-smart hot tub.

Leaders of the currently all-volunteer nonprofit organization are applying for two grants this summer to support two part-time employees, said Dave Bolger, farm outreach coordinator and board member.

Job duties include coordinating farm visits, handling bookkeeping and managing fundraising. Hiring could take place as soon as this winter if the farm gets the grants.

The seven-acre farm, adjacent to the 670-acre Tryon Creek State Park, has received grants to support existing programs and land acquisitions. But, it has never gotten grants to further organizational growth, said Brenna Bell, a founding board member and communications coordinator.

Bell said volunteers and the farm's 20 residents keep things running in-between day jobs, and the program needs a consistent presence for community outreach.

The new jobs could draw funding from two sources. Chris Munro, grandson of the namesake of the Maybelle Clark Macdonald Fund has agreed to sponsor the farm's application for a \$25,000 grant. Farm leaders also are applying for a \$15,000 grant through the Spirit Mountain Community Fund.

The farm has grown a great deal in just the last few months, for the first time selling raw goat milk to the community this April, drawn from four, onsite milking does.

"That feels like a real gift to the community because some people can only digest goat milk," Bell said.

The fat structure of goat milk is more like human milk than cow milk is, making it easier for our bodies to digest, she said.

Bell was among the local and farm leaders who were behind another change this year at the farm – and



On a sun-drenched August 17 morning, 7-year-old Ember Summer, daughter of Tryon Life Community Farm board member Brenna Bell, pats Daisy, a 5-month-old goat. (Post photo by Jillian Daley)

statewide. Bell, who has an environmental law degree from Lewis & Clark, was among the Department of Environmental Quality Graywater Advisory Committee members.

The committee helped create a new program permitting the reuse of graywater via a graywater reuse and disposal system, and DEQ (Continued on Page 5)

City may allow lower cost paving of unimproved streets without curbs, sidewalks

STREET BY STREET

By Lee Perlman
The Southwest Portland Post

Through its Street by Street initiative, the Portland Bureau of Trans-

portation hopes to provide a way to pave local streets that actually happens. In Southwest, however, some locals wonder if it in fact is the right fit.

As PBOT's Christine Leon told the Portland Planning and Sustainability Commission in July, the city

has 62 miles of unpaved streets, and 167 miles of streets without curbs.

These tend to be concentrated in five areas: East Portland, the Southwest hills, the Cully neighborhood of Northeast Portland, Southeast's Woodstock, and the Linnton area in the hills west of the St. Johns Bridge.

In a press release on the program, Mayor Sam Adams (who oversees the Bureau of Transportation) said, "Too many Portlanders live on gravel, dirt or substandard streets. There are over 65 miles of these streets in Portland.

"We are working to offer Portlanders who live on a 46 mile subset of these quiet, graveled neighborhood streets a cheaper paved street design and new financing options to get them 'out of the mud.'"

"Our goal is to get the average monthly cost of this program to property owners from the City standard of \$300 per month average to \$60 per month."

Currently, Leon said, the City pursues a "one size fits all" approach to street paving. They insist on a "high performance" design that can accommodate two lanes of traffic, two lanes of parking, a curb and a sidewalk at least eight feet wide.

This costs \$1,300 to \$1,500 per lineal foot to construct, and means the contribution of a property owner with a 50-foot frontage would be \$70,000, which Leon said would be "unattainable by most people."

Developers are required to provide this level of street in front of

their projects, but the result is isolated and has little practical benefit.

The bureau is looking for "more affordable" improvement models, Leon said, and one is a "lean shared street." On this model, cars, bikes and pedestrians share the street with no clear delineation of separate zones.

These would have a cost of about \$300 per lineal foot, with a cost to property owners of about \$7,500 apiece.

Leon emphasized that this model could only be used on designated local streets that are not emergency routes and have no more than 500 vehicle trips per day. They would be designed for vehicles to travel no more than 20 miles per hour.

Commission member Chris Smith endorsed this approach, saying, "Right now we prioritize auto use, then auto storage, then what's left is for people. Why not be bold and say, 'Streets are primarily for people. Cars are allowed, but they're at the bottom of our priorities.'"

Others were less sure. Commission member Irma Valdez said that in an area without adequate bus service, and with increased density, not providing proper pedestrian facilities could be dangerous. Leon repeated that this approach would be taken only on local streets, and added, "This is better than what we have today."

Commission chair Andre Baugh was concerned that providing a (Continued on Page 2)



Newer row houses face an unimproved roadway along Southwest 45th Avenue near Woods Parkway. (Post photo by Leslie Baird)

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