

Gray's Landing at South Waterfront

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Vancouver.

"I had a three-burner stove, and only one of them worked," she told the *Post*. "The oven didn't work at all. You could hear your neighbor in the next unit; there was no privacy at all. You had to sign in guests, and there was a limit on the number of visitors allowed per month. The managers would come in at least twice a month to inspect."

Shuler secured a unit in Gray's Landing through the Veterans Administration. "This is a hundred times better," she said. "I love the neighborhood. I take my dog Abigail outside to potty at 3 a.m., and I feel totally safe. They have cooking classes, computer lab and happy hour."

Others share Shuler's affection for the building. According to Recko, when a trailer was installed to receive applications for tenancy, people camped in front of it overnight to be sure of meeting the quota.

The building was completely rented long before it was complete, half of the rooms were occupied as of mid-February and, Recko said, tenants are moving in at the rate of three or four a day.

A drawback for the building, and all of the South Waterfront, is a lack of retail services. On the other hand, the final stop on the Portland Streetcar is



Riad Sahli and Laura Recko of REACH Community Development show off the courtyard at Gray's Landing. (Post photo by Lee Perlman)

15 feet from the front door. In exchange for providing operators with an easily accessible break room, TriMet gives all Gray's Landing staff and tenants annual passes for \$15 a year.

(The normal cost is \$100). Tenants can get the passes by attending a half-hour class. They are within walking distance of the tram to the Oregon Health and Sciences University and the nearby Veterans Hospital. They are also within a half mile of the planned MAX Light Rail line to Milwaukie, under construction and scheduled to open in

two years.

REACH is not a social service agency, Recko says, but they do have staff on site that address tenants' needs ("social service light," Recko says), and a representative from the Veterans Administration on premises.

How does this community fit in with its affluent neighbors? Recko says that REACH has done outreach to the managements of the Mirabella, the Matisse across the street, and the Southwest Charter School immediately to the south.

Southwest Corridor Plan

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portation issues, and the need for new infrastructure.

"We like the rural character, but our arterials and collectors need to be complete streets with transit service," one respondent wrote. Several people also called for the enforcement of both existing and future public plans and policies.

MAPLEWOOD NOTEBOOK

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Barbur Concept Plan (BCP) to the Portland City Council.

BCP, a subset of the Southwest Corridor Plan [which extends along Highway 99W from Portland to Sherwood], provides a long-term vision for Barbur Boulevard, detailing transportation investments, potential storm water upgrades and changes to land use policy and zoning.

The next step would be for the City Council to vote on a resolution to adopt the BCP. The resolution was not on the online future agenda list as of press time. The City Council's regular weekly meetings are at 9:30 am Wednesdays in Council Chambers, Portland City Hall, 1221 S.W. Fourth Ave.

To view a draft of the BCP, visit www.portlandoregon.gov/bps/55269.

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