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Portland, Oregon

Complimentary

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Multnomah Village businesses celebrate one-year anniversaries

THE COUNTRY STORE

By Erik Vidstrand
The Southwest Portland Post

It's been quite a year for the newest businesses in Multnomah Village. Not only was the retail area hit with numerous construction projects that deterred would-be customers, it frayed the nerves of the most seasoned merchant and visitor.

Medley Tea House Café is celebrating its first year with a holiday fair from Dec. 2-24.

"Gifts, baby items, and local handcrafts will be on sale in the main dining room," said owner Kathleen Zorn.

"We are taking reservations for a holiday tea platter including winter teas and holiday themed goodies."

Medley serves breakfasts all day, lunch from 11:00 a.m. on, and afternoon tea platters from 2:00 - 5:00. The tea house is located at the west end of the village.

Nectar Frozen Yogurt Lounge,

a few doors east, celebrated its first year with a joint evening gathering with neighbors, Peachtree Gifts and The Wedding Cottage, the week before Thanksgiving.

Located in the old Birdie's space and remodeled with a feel of the early 1900s, Nectar offers self-serve frozen yogurt, many of it gluten and cholesterol free; naturally flavored, and can be enjoyed alone or with a variety of toppings.

The celebration brought snow to just the two shops; free giveaways; a raffle; and photo booth complete with dress up props.

Co-owners Joe Sysavath and Trevor Arnold opened up the first Nectar in Sellwood three years ago.



Business owners gather to celebrate one year anniversaries in Multnomah Village. Jill Crecraft (Sip d'Vine), Trevor Arnold (Nectar); Randy Bonella (Multnomah Village Business Association); Joe Sysavath (Nectar); Petie Farkas (Peachtree Gifts); Shelly Harbert (Little Shop of Drawers). (Post photo by Erik Vidstrand)

"We had wanted to open up a second store for a long time," Sysavath said. "An opportunity finally

presented itself in Multnomah and [we] couldn't be more pleased."

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New Sellwood Bridge project links more than two river banks

By Erik Vidstrand
The Southwest Portland Post

The next time you find yourself frustrated by the delay of the temporary traffic congestion approaching the Sellwood Bridge, remember this: a lot

of jobs, community involvement, and a great final project are the positive aspects.

It's been almost a year since the old Sellwood Bridge was moved upstream. This was done to mitigate the disruption during the next few years it will

take to construct a new bridge.

"Construction is about 40 percent complete and is on schedule," according to Mike Pullen, Multnomah County project communications officer. "The new bridge is expected to open in fall 2015 and construction will wrap up in 2016.

"The reason for those two dates," Pullen elaborated, "is that after the new bridge opens, we will need to demolish the east approach of the old bridge and build the north side of the new bridge approach."

There will also be some work on the state Route 43 interchange that needs to happen after the old bridge is removed.

History includes Spokane Street Ferry

The bridge is old: it opened in December 1925. Before then, the only way to cross the Willamette River was the Spokane Street Ferry which opened in 1903.

Portland voters held an election to fund the development of the bridge. It was approved and designed by Gustav Lindenthal and constructed for \$541,000.

But years of wear and tear eventually brought the need to replace the span. After an inspection years ago, the bridge was ranked a 2 on a scale of 100 by the National Bridge Inventory. This news forced trucks and buses over 20,000 lbs. to take alternative routes causing detours and nervous commuters.

The bridge is the busiest two-lane bridge in Oregon with over 30,000 vehicles crossing a day. Even though Clackamas County voters decided not to fund the project, eighty-three percent

of Sellwood Bridge traffic begins and ends outside Portland city limits.

Nonetheless, other sources of funding came through: an increase of the Multnomah County vehicle registration fee, \$164 million; federal funding (already secured) \$15.7 million; state of Oregon Jobs and Transportation Act, \$35 million; and city of Portland, \$74.7 million.

Community involvement

School-based outreach has included a variety of schools on both sides of the river.

On the east side, students at Sellwood Middle School are learning about bridge design and construction using gumdrops, toothpicks, and saltine crackers.

At Llewellyn School, 5th graders have decorated bat boxes which will be placed under the span to help the bat habitat.

On the west side, Capitol Hill School 3rd graders are participating in interactive programs focused on the three elements of the project: the bridge, the soil and rock supporting the bridge, and the river.

Greenroads certification

What would a Portland project be without a sustainability objective? The new Sellwood Bridge is Oregon's first registered Greenroads project and one of the largest in the country.

Greenroads is an independent certification project focused for sustainable transportation standards similar to the LEED program for buildings.

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The contractor continues to install soldier piles, soil nails, drainage and shotcrete on the retaining walls north and south of the Sellwood Bridge. Macadam Avenue (Highway 43) traffic lanes will shift west along the new walls in January.

(Photo courtesy of Mike Pullen, Multnomah County)

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