

► *Bring the kids to see the movie "Ramona and Beezus." Details in Community Life. – Page 8*



► *Owner Scott Edwards (left) is selling Barbur Boulevard Rentals property and related homes for just \$10 million. – Page 4*



► *Volunteer Kathy MacDougal brings bouquets to Hopewell House every Monday for hospice patients. – Page 5*



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## Neighbors keep watchful eyes on proposed Multnomah Village apartments

By Erik Vidstrand  
The Southwest Portland Post

Stewart Rounds' house is situated behind the proposed site of the 72-unit Multnomah Village apartments to be located at Southwest Capitol Highway and 33rd Avenue.

Rounds, a fixture at the monthly Multnomah Neighborhood Association meetings, has been one of many critics of developer Tim O'Brien's (of Urban Assets Advisors) complex.

Besides a proposed courtyard gathering space disappearing yielding to live-work spaces, the latest renderings feature a more massive looking apartment complex. Studios are expected to start at \$1,500 a month. In 2015, the average rent in Multnomah was \$800 for a one-bedroom apartment.

The latest drawings, by SERA Architects, have the building pulled forward towards Capitol Highway. Two commercial spaces are located on either end of the property.

Rounds has taken photos of the plans



Photo by neighbor Stewart Round of latest architectural drawings; design by SERA architects, developer is Urban Assets Advisors.

and, along with 20 other neighborhood residents, painstakingly poured over the permit details. Jim Peterson, Multnomah land use committee chair, has written several letters of concern to the city of Portland based on the committee's findings.

Questions have arisen about how the maximum height is calculated, concerns about a distinct ground floor

requirements, and parking.

"We all know that the proposed 40 parking spaces are not sufficient to handle all of the vehicles that will likely be owned by the residents of the building," said Peterson in a recent letter. "The extra vehicles will be parked on the neighborhood streets using parking areas already used by residents, employees, and visitors."

This would leave less room for pedestrians to walk safely and less room for large vehicles such as fire emergency vehicles to travel.

"Neighborhood businesses (and residents alike)," Peterson continued, "already complain that the neighborhood does not have sufficient parking to accommodate shoppers and  
(Continued on Page 3)

## Transportation manager presents four new proposals for Capitol Highway

By Erik Vidstrand  
The Southwest Portland Post

The Portland Bureau of Transportation appeared at the March 8 Multnomah Neighborhood Association meeting bearing four potential concepts for improvements to Southwest Capitol Highway.

According to Dan Layden, the bureau project manager, this stretch of road has been one of the most challenging projects due to topography and stormwater issues. About five years ago, a city sponsored concept plan was published proposing

retaining walls, sidewalks and bike lanes on either side of the highway, green space with trees, and 24-foot wide highway. The price tag then was \$17 million.

Unfortunately there wasn't a cent to fund it.

Fast forward to 2016. According to Layden, the Bureau of Environmental Services will pay for a new study of stormwater concerns. Layden spoke in front of 60 local residents, many who live along or near Southwest Capitol Highway.

"I can only speak for the transportation part since [the Bureau of] Environmental Services works on

the stormwater issues," Layden said.

That bureau was not in attendance at the March meeting.

Gone from the Southwest Capitol Highway Plan Refinement Report, are the two sidewalks and bike lanes and variety of other bells and whistles. Four scaled-back concepts were flashed on the screen.

Concept 1, the most expensive of the four at \$13 million, consists of one sidewalk and two bike lanes and sewers on both sides. Concept 2 at \$12 million has a centralized stormwater system and still has two bike lanes.

Concept 3, the least expensive at \$10 million, places all transportation improvements on the west side. There wouldn't be any major east side improvements. There would also be grade-separated pervious pavement with limited stormwater infrastructure.

Pervious pavement allows percolation of stormwater through the surface into the soil below where the water is naturally filtered and pollutants are removed.

Concept 4, at a cost of \$12 million, includes a multi-use path for both pedestrians and bike traffic and protected bike lanes in both directions.

"There really aren't a whole lot of details," Layden responded. "Engineering is where that comes in. Now it's to refine and look for other sources of income."

Lots of questions came from the audience. One was the scope of the project which would start at Garden Home Road (in Multnomah Village) and continue south to Taylors Ferry Road.

Chris Lyons, Multnomah

transportation chair, said he hopes the project extends to Barbur Boulevard. Connecting Capitol Highway and Barbur Boulevard (Oregon 99W) could be a way to access state funds since the boulevard is a state highway.

Layden asked what concept the crowd preferred and there were mixed answers. Instead, it included road safety, water runoff, and that pervious pavement doesn't percolate due to the clay nature of this area.

"There have been six accidents in five months," Lyons reported.

"Several intersections have issues and water goes into my basement," said Grier Ingebretsen who lives near 40th Avenue.

A few want to preserve the goat path, others want speed restrictions, and even more want crosswalks installed especially at bus stops.

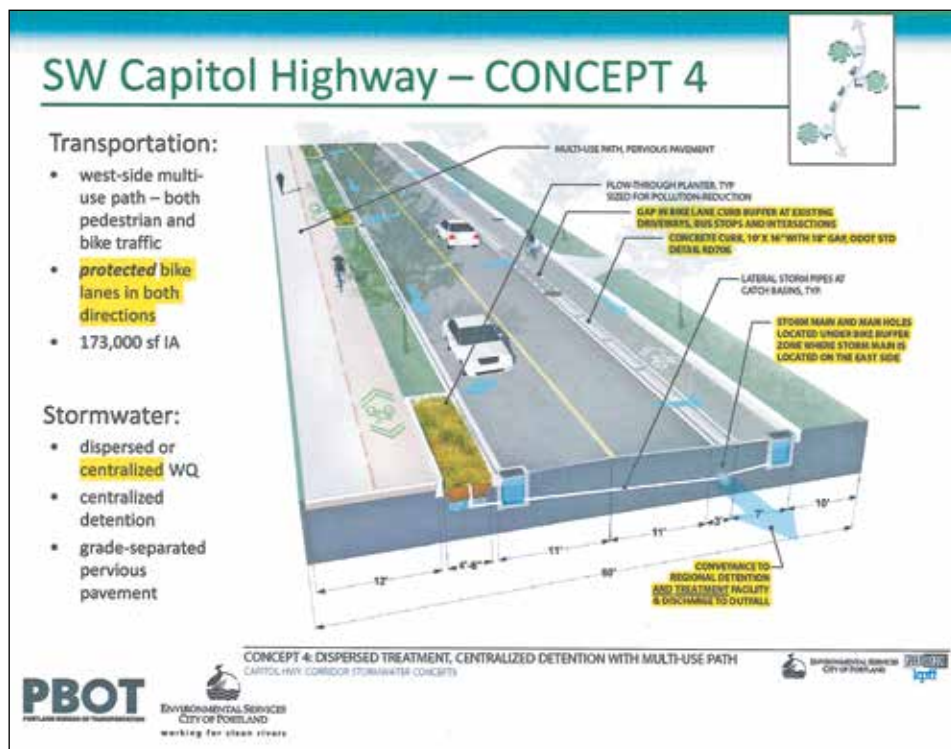
Some shrubs and tall hedges in public right-of-way would probably have to go, but to retain privacy replanting of trees is in the plan the project manager assured.

"Remember all of this is very preliminary."

Time was up. Layden wiped his brow and was thanked.

"Finalizing the design is a big step forward toward getting this project underway," Lyons wrapped up. "Funding still needs to be identified before the shovels break ground."

For more information or to become involved, attend the Multnomah Neighborhood Association which meets every second Tuesday at 7 p.m. at the Multnomah Arts Center, Room 30, 7688 SW Capitol Hwy. You may also contact Chris Lyons directly at chrislyons7@yahoo.com.



Concept 4. (Photo courtesy Portland Bureau of Transportation)