

Ped, bike and road improvements will accompany the new light rail line

SOUTHWEST CORRIDOR PLAN

By Erik Vidstrand
The Southwest Portland Post

Last month, Metro project staff released details about some of the bicycle, pedestrian, and roadway projects that could be part of the Southwest Corridor Plan. In 2013, leaders adopted a Shared Investment Strategy which is a coordinated set of projects intended to make it safer and easier to get around in communities in the corridor.

Several projects that have been completed or are under construction are bike lanes and sidewalks on Southwest Spring Garden Street, 19th Avenue, and 22nd Avenue.

"Pedestrian crossing improvements were recently completed at Southwest Barbur Boulevard and Alice Street," said Noelle Dobson, senior public affairs specialist at Metro. "These included a new crosswalk, rapid flash beacons, a pedestrian island, and new [Americans with Disabilities Act] ramps for sidewalks."

In April, outreach staff from Metro, the Bicycle Transportation Alliance, and TriMet surveyed 134 transit riders

at various transit stops including PCC Sylvania and the Barbur Transit Center.

Survey questions assessed how frequently riders currently use transit. Eighty-three percent said they frequently ride transit.

Seventy-five percent said they walked to their bus stop while half said they did not identify any needed improvements to access their stop in the corridor area. About 27 percent of the riders said complete sidewalks were needed to access their stop.

"A third of the riders had no concerns about negative impacts," reported Dobson. "Twenty-eight percent chose air quality as a priority impact, 21 percent chose impacts to homes, and 19 percent chose interfering with auto traffic."

Riders were also polled on high-priority destinations that could connect them to the new line via local bus service. Respondents identified a variety of locations where improvements are needed.

These included Barbur Boulevard from 30th Avenue to the Barbur Transit Center; Bertha Boulevard, Iowa Street, 19th Avenue, Terwilliger Boulevard, and the Hillsdale town center.

Then there were random concerns. These have been mentioned at



Scenes like this – on Barbur Boulevard in Southwest Portland's Burlingame district – are common along major streets in the Southwest Corridor. The Southwest Corridor Plan could fix that by making biking and walking safer in the area in the coming years. (Photo courtesy of Metro)

community forums, neighborhood meetings, and in other surveys. Some of these include eliminating current local bus service, fewer lanes on Barbur Boulevard, not having a direct route, Interstate 5 noise issues, and congestion at the Barbur Boulevard / Capitol Highway intersection in West Portland. Parking availability around transit stations was another issue.

Chris Lyons, transportation committee chair for the Multnomah Neighborhood Association, attended a meeting with Metro project staff about the area's preference on MAX stations. "We discussed the need for stations

at Fred Meyer Burlingame and Safeway at Capitol Hill Road," Lyons reported. "We're also looking at stations at Spring Garden Street, 26th or 30th avenues, and the Barbur Transit Center.

"Access to these stations is being looked at as well," Lyons said.

Nothing will be set in stone until a full environmental study is completed.

The light rail line is expected to cost around \$2 billion. A more certain amount will come after the environmental review is completed.

The federal government could pay (Continued on Page 6)



Mella Kaufman and her two-year-old boy pose in front of the window at Multnomah Marketplace. (Post photo by Erik Vidstrand)

THE COUNTRY STORE

By Erik Vidstrand
The Southwest Portland Post

New vintage clothing store Multnomah Marketplace opens

A new vintage and reclaimed clothing store has opened in the east end of Multnomah Village called Multnomah Marketplace. The brainchild of Mella Kaufman, a mother of two with a third on the way, Kaufman opened The Factory a few years back in the Alberta neighborhood.

Kaufman, a psychotherapist, has been in a private practice for ten years and needed a hobby.

"Due to my pregnancy and the distance between my home and the shop," Kaufmann said, "I closed it down knowing I wanted to reopen a store eventually."

She saw the empty space once held by Healthy Pets Northwest and created her dream. She added a play area where her children will be with her at work daily.

The clothing racks are made from old pallets. Clothes are consigned, vintage, or made out of vintage material and made into new designs. Sus Agustyn, one of the designers who had a shop up the street for many years, has created modern designs with vintage material for kids.

"We also have a cutting and sewing area set up for our designers to work at the shop," Kaufman said. "There is also a vintage record section to entertain all ages."

Multnomah Marketplace is located at 7642 SW Capitol Hwy. and open Tuesday through Saturday, 10 a.m.—5 p.m.

Antoinette Antique and Estate Jewelry returns to Multnomah Village

Antoinette Antique and Estate Jewelry is back in Multnomah Village after being in northwest Portland for the last five years. The business sells rare estate jewelry ranging from the 1800s to the 1950s specializing in antique hand-cut diamonds and vintage engagement rings.

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Residential Infill Project

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The proposed changes allow accessory dwelling units (guest cottages) to be built on existing lots. Cottage clusters could be considered and allow duplexes on all lots and triplexes on corner lots.

At the conclusion of the city's presentation, Wood thanked the standing room only audience and instructed everyone to mingle with staff for additional questions.

But the event quickly turned into a raucous town hall when former Maplewood Neighborhood Association chair Brynna Hurwitz stood up.

"The audience has a variety of questions," Hurwitz said calmly, "that need answering while you're up on stage."

"This is not a town hall," Wood replied. "You can ask your questions to the numerous staff standing by the easels."

Hurwitz continued her plea as others shouted their pressing concerns. After several attempts to quell the crowd, Wood gave in but limited questions to scale, housing types, and narrow lots.

"We will not tackle other issues," she said sternly.

Carol McCarthy, Multnomah Neighborhood Association chair, asked why there was no mention of gardens, tree removal, or the consideration for the environment.

"The comp plan requires citizen involvement," McCarthy said. "We spent the last two years working on the 2035 comp plan. It requires citizen involvement. This is nothing but a dog and pony show. You're just showing us what you already have in mind."

"The city has paid developers to sit on advisory committees while a few token residents participate. You send documents at the last minute," McCarthy continued.

"You're taxing current residents for future residents. We're fine. Leave us alone!"

Many people in the room took turns commenting or asking questions. "This would decrease affordability," stated one man, who introduced himself as a developer. "I would not want to develop in this town if we are to create a prefabricated slum!"

One woman felt that 2,500 square feet was too small and might even discriminate against large families.

Another man told the crowd he was a lawyer and demanded public comments to go on record. "I ask for a moratorium on any new policies," he said.

Wood explained that since this wasn't a legislative hearing, only notes would be kept.

There were disagreements on the city's population trends projected for Portland by 2035. The city claimed they got their numbers from Metro and that 123,000 new households would be living here by then.

According to city staff, this is a two-step process. Some audience members took surveys on the proposed guidelines while others would take it online. There are four more open houses scheduled throughout the city in July. Wood explained there would be more details available after the public comment period is over on Aug. 15.

Portlanders can fill out an online questionnaire which can be found at <http://residentialinfill.participate.online/>. The full draft proposal can be found at www.portlandoregon.gov/bps/infill.