

► Don't forget to vote! Tuesday, Nov. 8 is Election Day



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## City fines property owner \$21,600 but allows giant cedar trees to be cut down

By KC Cowan  
The Southwest Portland Post

As Portland's building boom continues, neighborhoods continue to see big changes, and not everyone is happy about it.

A notice from the city arborist went up on at 4014 SW Marigold St. in October announcing the pending removal of a clump giant cedar trees.

The notice is required to be posted, since the combined trunk of the trees is greater than 36 inches.

The five cedars soar high into the sky. According to the City notice, it is a cluster of five cedar trees with a 72-inch base. The notification posting went up Oct. 10 and will stay up until Nov. 24.

Kicki Masthem lives across the street from the property and loves the cedars. She can see them daily from her side and back yard. Her neighbors also love the big old trees, she said.

"They're just going to scrape the entire lot to take down the one home and put up two new homes," Masthem said. "It doesn't even seem to matter how old and beautiful the tree is."

Masthem said she also worries that the new construction won't fit into the neighborhood. That section of Marigold Street mostly consists of one-story cottages. Masthem worries that the new houses will be modern monstrosities and look out of place.

Not that the current structure is a delight to look at. Masthem says it has been a rental for many years with tenants she described as "sketchy" at best. It now stands empty.

The contact listed on the tree removal notice is Nathan Arnold, who can be reached at Fasterpermits.com. But the owner is Michael T. Fisk, who lives on Southwest 28th Avenue. The house, 1,206 square feet with one full bathroom, has a market value of

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Kicki Masthem stands in her garden across the street from the cedar trees due to be cut down. (Post photo by KC Cowan)

## City focuses on development of sidewalks, bike paths and stormwater system



Members of three Southwest committees sit down together to meet with staff of the city bureaus of Environmental Services and Transportation. (Post photo by Erik Vidstrand)

### STREET AND STORMWATER SUMMIT

By Erik Vidstrand  
The Southwest Portland Post

The coalition of Southwest neighborhoods held a Street and Stormwater Summit on Sept. 29. Watershed, transportation, and land use committees sat side by side with city staff in a roundtable format.

The purpose, as explained by facilitator Marianne Fitzgerald, was to create open and on-going dialogue between neighborhood representatives and city staff.

"This focuses around the needs and opportunities of the transportation and stormwater systems in southwest Portland," Fitzgerald said in opening remarks.

Dawn Uchiyama, the new assistant director for the Bureau of Environmental

Services, spoke on the collaboration and coordination.

"We're building off the success of the recent Tryon-Stephens Creek Headwaters Neighborhood Street Plan," she explained. "The summit is a first step toward developing a stormwater system plan."

"This will include funding of the much-needed stormwater conveyance infrastructure," Uchiyama said, "as well as sidewalks and bike paths on key streets."

Both environmental and transportation bureaus have signed a charter to begin working more closely together.

"The summit will provide an opportunity for members of the three [Southwest Neighborhoods, Inc.] committees and others," Fitzgerald added. "We will directly speak with key city staff about what works and how future projects could be improved."

Past projects were discussed at length and the city admitted to mistakes and is

applying lessons learned. Projects along Multnomah Boulevard, Stephenson and Hamilton streets featured miscommunication about swale issues and street shoulder problems.

Photos of the crumbling asphalt on narrow street shoulders were passed around and studied. Fixes were suggested from experts in the room.

Denver Igarta, from the Transportation Bureau, said extensions were added to repair shoulders near Bridlemile Elementary School but experts in the audience said that asphalt is not sustainable.

"We need standards and criteria for creating shoulders," said John Gibbon. "We also want to initiate a pre-and-post-project audit."

But another member said if an audit is done results needs to be communicated out.

Other complaints were brought up like Multnomah Boulevard bike tracks, the bioswales, and parking.

"We're not going to have all the answers tonight," said Dan Layden of the Transportation Bureau. "We've identified 41 items [for consideration], prioritized eight, and completed five

including Stephens-Tryon Headwaters," Layden stated.

"Up until 2011, priority was pretty focused on the big sewer project so sewage didn't seep into the Willamette," he said. "We have heard you loud and clear."

Large organization charts were posted on the chalkboard. Environmental Services has 560 employees, Transportation has 750 employees.

"A year of communicating with the community about the headwaters project has produced better outcomes," Igarta commented.

The charts indicate a bigger layer of bureaucracy with finance and communication committees reporting to a project coordination team directly under a leadership team.

"Coordination of a charter and improving assets and coordination with high quality investments are our main concern," Uchiyama added.

Why are two commissioners involved in this?

"We have very large bureaus for one person to oversee," Uchiyama answered. "Commissioners Fish and

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