

## Heritage Trees

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the summer, property owners are notified.

"Trees are presented to the Urban Forestry Commission in the fall," Dugan continued. "The following spring, trees are presented to city council for review and approval."

Certification of a heritage tree binds all successors and heirs to prohibit cutting the tree down. The tree code has been updated and does allow for the cutting of dead, dying, or dangerous nuisance species. These include holly, tree-of-heaven, and laurel to name a few.

In addition to stewards, Dugan stressed that tree team members are needed in Multnomah Village area. These quarterly meetings involve a whole day which includes breakfast and lunch, planting low-cost trees, ivy removal, and a workshop on how

to select a tree for the neighborhood.

## Neighborhood questions planning for infill and middle housing

In her land use report, Leslie Hammond, vice-chair, went over written minutes of a recent Portland city council meeting to see if the council portrayed infill issues correctly. She compared the minutes to the document the city had drafted and seemed to differ.

According to Hammond, commissioners Nick Fish and Amanda Fritz have said they have some reservations about the Portland Comprehensive Plan amendment for infill and middle housing.

"We have a chance to get our foot in the door," Hammond said. "We need alternatives. The city is being bombarded by builders and legislators advocating for doing

away with single family homes. I'm feeling optimistic. We need to make a clear case of what we want and what we don't want."

Chair Martie Sucec added, "There are anywhere from 40,000 – 100,000 empty lots to develop in the Portland area," "(Newly-elected) Commissioner Chloe Eudaly is not a homeowner, she is a renter, and thus doesn't fully understand what policies can do to homeowners."

Sucec said she was referring to the support Eudaly may or may not have for the Comprehensive Plan.

"She was elected for all, not just renters," Sucec said.

One Post reader email asked whether the Stop Rezoning lawn signs had any effect. Land use chair Jim Peterson responded that the signs got the word out to the neighborhood that the city was changing the zoning of the single-family homes in the neighborhood

to multi-family.

"It also is sending a message to the city," said Peterson. "The neighborhood association has a draft objection for Task 4 of the 2035 Comprehensive Plan on the Middle Housing Amendment."

According to Peterson, "The objection will be filed after the city sends out the notice."

"Hopefully, the Oregon Department of Land Conservation and Development rules in favor of the MNA objection. The fight for saving a thousand single-family homes in the city is far from over," Peterson said. "The signs have made a difference."

The next Multnomah Neighborhood Association is scheduled for Tuesday, March 14, from 7–9 p.m., in Room 30 at the Multnomah Arts Center. For more information on all tree programs, please call 503-823-TREE or go to [www.portlandoregon.gov/parks/45124](http://www.portlandoregon.gov/parks/45124).

## Capitol Highway

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clogged roof gutters are worse."

Vegetation maintenance is the city's role and Kurtz assured everyone they try to stay on top of it.

"But the plant liners get clogged," another person stated. "How often do these get cleaned?"

"There's not much clogging," Kurtz said. "Before 2008, we had bad filter fabric and got rid of it. It's much better now."

Kurtz said both environmental services and transportation bureaus are now collaborating with each other in a formal structure. A summit was held last year which was well attended and which the Post covered.

"Environmental services will be contributing an undetermined amount of funds," Kurtz said. "The highway will be funded in part by the gasoline tax, and hopefully state funds."

## Continuous sidewalk planned for east side of Capitol Highway

Steve Szigethy, Portland Bureau of Transportation project manager, has been assigned the roadway portion of this project. He addressed concerns about the transportation

bureau not getting too far ahead of environmental services.

"After many online comments, letters, advisory meetings, a walking tour last July, and a smaller walk in October," Szigethy began, "both bureaus have taken in information to address most issues."

The main takeaways include sidewalks and bike lanes, transitions from side streets, and mitigating impacts especially with people living along the the road.

"We know you all want to keep a rural feel to the area," Szigethy said. "There are concerns about mixed bicycle/pedestrian trails. Delineations between other parts of the bike lanes are requested and protection between cars and bikes is desired."

According to Szigethy, one thing is certain: there will be a continuous sidewalk on the east side of Capitol Highway. Szigethy explained that the west side multi-use path will still allow for 12-foot driving lanes.

Szigethy shared a short compilation of some of the main concepts.

Narrow planters will be located in some portions of the road between the bike lanes. Hardscape will be constructed for waste bins and mailboxes. There will also be some

narrower buffers.

Three locations will most likely have water quality facilities where water can be filtered. There will be constrained portions of the road with little to work with close to property lines. Raised pathways will be designed at these locations.

"We're working closely with [Portland General Electric] to relocate or work around some power poles," Szigethy explained. "Survey crews will be out in the coming month tallying trees and poles."

With some sloped areas, walkways will be designed higher or lower than the slope. When it comes to bus stops, Szigethy explained that there is no room for a traditional shelter.

"There will be fewer bus stops but they will be improved with crosswalks," Szigethy continued.

On-street parking will be in limited locations where properties now have no off-street parking.

Ground breaking is scheduled for 2019 and construction will last approximately one year. There will be limited road closures and some possible night work as needed.

Szigethy stated that city budget hearings will be held in May and the final budget approved by June. All are open to the public.

Capitol Highway Subcommittee chair Chris Lyons announced that the project was a major priority of the city of Portland's 2017 state legislative agenda.

According to a report from the Office of Government Relations, "State assistance is needed to complete critical safety infrastructure improvements on Southwest Capitol Highway and connecting with state facilities is of pressing importance."

A Fix Our Streets open house has been scheduled for Thursday, March 23, from 6 to 8 p.m. at the Multnomah Arts Center, 7688 SW Capitol Highway. It will cover a variety of Southwest Portland transportation projects including Capitol Highway improvement plans.

Commissioner Dan Saltzman, who has been reassigned to the Bureau of Transportation, is scheduled to be in attendance. The transportation bureau plans to share an aerial map at the event after a brief presentation.

For road maintenance issues, the number to call is (503) 823-1700. For green street routine maintenance, call (503) 823-1424. For more information on the Capitol Highway project, please contact Chris Lyons at [chrislyons7@yahoo.com](mailto:chrislyons7@yahoo.com).

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