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Residential Infill Project to add duplexes and triplexes to single-family housing

By Erik Vidstrand
The Southwest Portland Post

According to city planners, there is a need to house roughly 40 percent more people than live here today by 2035. That is approximately 250,000 residents. For that reason, planners are looking at how single-dwelling neighborhoods can accommodate some of that growth.

In response to community concerns about demolitions, the scale of new homes, and the supply of housing in Portland, the city's Residential Infill Project is updating the city's single-dwelling zoning rules in order to meet the changing housing needs of current and future residents.

The Residential Infill Project also addresses additional housing opportunities such as duplexes and triplexes and tiny houses on narrow lots.

However, according to Martie Sucec, chair of the Multnomah Neighborhood Association, the 2035 Portland Comprehensive Plan states

there is more than enough capacity under the current zoning to handle the housing growth projected for the next 20 years.

"There is no need for this dramatic infill," Sucec said referring to a map produced by the city that shows areas affected near Multnomah Village and West Portland.

As part of the comprehensive plan, the city's website acknowledged adequate land supply to meet its 20-year housing needs.

The challenge lies in providing a diverse range of unit types and prices in locations that help meet the needs of all, including low-income populations, communities of color, and people of all ages and abilities.

At a recent Southwest Land Use Committee meeting, Jim Peterson, Multnomah land use chair, questioned city officials how their map was being incorporated in Multnomah.

"This map looks like the blueprint for the 'a' overlay which seems very counterproductive and will only lead to gentrification," Peterson said.



Where one old house used to rest on a large lot, it was demolished and now two houses near completion. (Post photo by Erik Vidstrand)

The intent of the "a" overlay zone is to allow increased density for development that meets additional design compatibility requirements.

"Staff avoided the question," Peterson said.

son said. "We had asked that Morgan Tracy, project manager, attend a future neighborhood meeting."

According to Sandra Wood, a super-
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City managers give 30 percent design review to Multnomah subcommittee

CAPITOL HIGHWAY PROJECT

By Erik Vidstrand
The Southwest Portland Post

A couple of days before Thanksgiving, the Multnomah Neighborhood Association's Capitol Highway Subcommittee assembled to glimpse the city's latest rendition of the Capitol

Highway Project.

Steve Szigethy, project manager for the Portland Bureau of Transportation along with Ruben Gonzales-Baird and Becky Tillson, project managers for the Bureau of Environmental Services, presented the 30 percent design.

"You are encouraged to review the 25-page plan and share your feedback with Steve," said Chris Lyons, chair of the subcommittee.

"In the coming months, PBOT will be meeting one-on-one with impacted homeowners. If you live along Capitol Highway, please check with your neighbors to ensure that they are plugged into this project."

Szigethy said that all plans are estimates and that 60 percent design will be available in April 2018, and 100 percent by summer.

A member asked how this committee could be useful during the design process.

"This subcommittee will be briefed at each design review," Szigethy said. "We plan to hold another open house at 90 percent review."

"To schedule a visit by the city from now until the end of Febru-

ary, please contact David Backes at david.backes@portlandoregon.gov or call (503) 823-5811."

Szigethy then presented various design components. The first included a continuous sidewalk on the east side of the road.

"Community feedback revealed a preference for the east side of the roadway because people walk there today on an informal pathway," said Szigethy.

There will be a protected bike lane on this same side of the road and will be separated from the roadway by a curb and planter strip. A multi-use path will line the west side of the road.

"This decision was based on costs and property impacts on the steeper west side of the roadway," Szigethy said. "PBOT is working with TriMet to consolidate stop locations for the #44 bus and to improve pedestrian crossings at those locations."

There will be small pockets of on-street parking where properties have no other option for vehicle parking.

These areas are located north of SW Alice Street on the east side of the roadway.

"This design is intended to reduce impacts to property frontages and mature, healthy trees," said Szigethy.

There were concerns about tree removal. Szigethy responded that some trees will be removed due to right-of-way issues but new ones will be planted. Urban foresters surveyed trees and were not concerned about certain older trees full of ivy and said they would not touch the older firs.

"We hope to award a [construction] contract in January 2019," Szigethy said. "Tree cutting and utilities would begin by spring of 2019."

A number of safety improvements will include flashing beacons for crosswalks and improved bus stops.

"There won't be pocket stops (where buses pull off the main road)," Szigethy said, "but this way traffic will have to slow down."

Lyons announced that the transportation bureau would be requesting
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The Capitol Highway Project design map is unveiled at an open house sponsored by the Portland bureaus of transportation and environmental services. (Post photo by Erik Vidstrand)

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