

HOUSING

The Portland Observer

Traffic Management To Be Discussed

The Oregon Department of Transportation (ODOT) will hold two open house public meetings to provide information about potential traffic management techniques and options on the Historic Columbia River Highway. The meetings will be June 15 at Mosier School and June 22 at Corbett Middle School. Staff will be available from 4:00 PM to 8:00 PM on both evenings.

The Historic Columbia River Highway include Crown Point Highway, Cascade Locks Highway, a portion of Mt. Hood Highway in Hood River, the Old Columbia River Drive Highway and Mosier-The Dalles Highway. ODOT is proposing to rename all of these highways as the Historic Columbia River Highway. This would change addresses for some residents along the highway.

Information about A Traffic Management Study of the Historic Colum-

bia River Highway will be available at this meeting. This document discusses the impacts advantages and disadvantages of different traffic management techniques, including: access management, special signing, 90 degree intersections and left turn channelization. Options discussed for Crown Point Highway between Larch Mountain Road and Dodson include: vehicle size restrictions, one way operation, toll operation, shuttle buses, speed zones and changes to access to Multnomah Falls. Copies of the document are available on request.

This is an informational meeting. A second workshop meeting will be held in September to discuss which techniques and options should be implemented.

For more information contact: Jeanette Kloos, Scenic Area coordinator 653-3222.

Tri-Met's Tunneling Causes Controversy

Tri-Met and Finely's Sunset Memorial Park went to court to settle a dispute about Tri-Met's plan to tunnel underneath the cemetery to accommodate the light-rail project. The construction is scheduled to begin in mid June. The judge (Judge Hollie Pihl) granted immediate possession of the 80 foot easement below the cemetery to Tri-Met and this should keep Tri-Met on schedule.

Finely's and their clients are very upset about this decision. Their concern is for the relatives who are buried there and they do not want them disturbed. After two and a half days of emotional testimony from concerned clients the decision was reached.

Tom Walsh, General Manager for Tri-Met is asking the board to get construction going even if Finely's takes their case to a higher court. He was quoted to have said, "An appeal is very likely, but the tunnel would be finished before the appeal process."

Tri-Met is happy with the decision, but says that does not lessen our concern for the families.

The tunnel will run under an estimated 1,000 occupied and 1,000 vacant graves. Ted Runstein, and attorney for Finely's says, in addition to the pain it is causing the relatives, he is very disappointed with the decision.



Celebration Officially Reopens Renovated North Park Blocks

Litling folk music, speeches and children's song and laughter were on tap for the dedication of the rehabilitated North Park Blocks. Those attending the dedication were treated to a free brown bag concert by the five member musical group Condor, song and dance by the Childpeace montessori School children, and speeches by state and city officials, and neighborhood representatives. Condor's performance was sponsored by North Parks Blocks neighbor, Pendleton Woolen Mills.

The \$1.7 million park renovation was a joint project of the Portland Development Commission (PDC), the Bureau of Parks and Recreation and the Metropolitan Arts Commission. Delivering remarks at the event were State Representative Gail Shibley, Mayor Vera Katz, PDC Commissioner Carl Talton, Parks Director Charles Jordan and Pearl District Neighborhood Association President Carol Smith-Larson.

Renovation of the North Park Blocks began in August 1990 with the selection of the local design team of Walder and Macy, Landscape Architects. PDC's funds for the North Park Blocks renovation project were allocated before last year's loss of urban renewal funds allowing the project to proceed without delay. The design team was assisted by subconsultants and specialists including a lighting specialist to ensure adequate lighting or the safety and security of park

users; a playground specialist who worked to make the playground accessible to handicapped children and parents; and an arborist to preserve the health of the historic elms. Because of the growing arts community in the area, local artist Larry Kirkland also was a member of the design team. General Contractor on the project was All Concrete Specialties of Vancouver, Washington.

The North Park Blocks stretch from SW Ankeny to NW Glisan between NW Park and Eighth Avenues. Improvements were made to virtually every aspect of the park including new sidewalks, street lights, turf and benches. Circulation and parking issues were also addressed to help plan for the area's future needs. In addition, improvements were made to the sport courts in the Flanders/Glisan block and the children's playground in the Couch/Davis block. The playground's play structures are placed atop a unique rubber base to aid the prevention of injuries.

The renovation also contained a "percent for art" component which is being coordinated by the Metropolitan Arts Commission. Current plans call for the installation of temporary artwork to be featured at September's First Thursday Gallery Tour.

Since the 1940s, the North Park Blocks, despite some improvements, were generally neglected and had fallen into a state of disrepair. The 1988 Central City Plan called for PDC

and the Bureau of Parks and Recreation to improve the North Park Blocks to the same standard as the rehabilitated South Park Blocks.

The area surrounding the park has undergone a renaissance in recent years with major new private and public investment including the relocation of Pendleton Woolen Mills headquarters, Powell's Technical Bookstore, Daisy Kingod's expansion, new loft housing, and renovation of the Golden West and Sally McCracken buildings for special needs housing.

In addition, other major projects are helping to improve North Downtown such as the Transit mall extension north to Union Station, PDC's Facade Renovation Program which provides businesses with low-interest loans to restore and renovate Old Town and Chinatown storefronts, and the recent opening of NW 9th Avenue to Front Avenue.

The North Park Blocks were originally platted and dedicated to the City of Portland in 1867 by Captain John Couch. The expansion of the rail yards permanently terminated the northerly expansion of the North Park Blocks and converted the surrounding area to commercial and industrial uses. By 1910, the area was developed with multi-story warehouses, small commercial buildings and hotels.

PDC is the City's agency for urban renewal, housing and economic development.

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Multnomah County Parks Increases Fees

Visitors to Multnomah County regional parks can expect to pay increased fees after June 1, 1993.

Citing rising costs to operate and maintain the quality and breadth of programs and services provided to the region, the Board of County Commissioners gave final approval to a series of fee increases on Thursday, May 20, 1993.

Starting June 1, 1993, visitors can expect the following changes:

Entry fees at Oxbow and Blue Lake Parks will be changed to \$3.00/vehicle all days during summer season (currently \$2.00 weekdays/\$3.00 weekends and holidays). Summer season has been extended from September 30 to October 31 to more accurately reflect the user demand on the parks. At Oxbow Park, camping fees will be \$9.00 night/site (currently \$8.00 night/site). Oxbow Group camp fees will change to \$2.00/person/night on Friday, Saturday and nights preceding holidays (currently \$1.00/person/night). The \$35.00 refundable

portion of the alcohol permit will become non-refundable. Buses will be charged a \$6.00 entry fee (currently the same as other vehicles). Boat Ramp fees will be \$3.00/vehicle all days (currently \$2.00/vehicle/all days).

"We believe the proposed fee increases are very reasonable and competitive with similar facilities in the state," said Charles Ciecko, Multnomah County Parks Director. The Parks Division is a self-supporting organization which relies heavily on user-fees to fund operations and maintenance. "With a user-fee funded organization, cost increases over and above revenue must be passed through to the user to keep the park system accessible and viable," comments Ciecko.

For more information on these adjusted fees, or any aspect of the Parks Division operations, please call 248-5050.

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