



Our
30th
Year



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JAN
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"Your Neighborhood News Source"

Vol 30 No 1 Portland, OR

URM Year End Update

By GABRIEL FRAYNE JR.

The battle between URM building owners and Portland City Council over seismic upgrades may be ending the year on a litigious note.

The Masonry Building Owners of Oregon, an industry group, is threatening to sue the city over the Council's enactment of an ordinance that will require building owners to install warning placards beside the entrances of their buildings.

The ordinance, which Council approved October 10, requires placards that read, *This Building is an Unreinforced Masonry Building. Unreinforced Masonry Buildings may be unsafe in an event of a Major Earthquake.*

Not surprisingly, URM owners consider the mandate a "scarlet letter" that will make their buildings harder to insure, nearly impossible to finance, and worth considerably less.

A letter sent by Attorney John DiLorenzo, who represents Masonry Building Owners of Oregon, claims "The Ordinance violates the First Amendment free speech clause and the Fifth and Fourteenth Amendment Due Process clauses to the United States Constitution."

URM owners cite a long list of grievances regarding the Council's decision. Angie Even, co-founder of Save Portland Buildings, claims the city acted arbitrarily "without having any input from the community, especially the thousands of small businesses that are in these buildings."

She adds that owners now have a "great fear" of tenants moving out.

While it is difficult to gauge the likelihood of that actually happening in a city with a severe housing shortage, other concerns are more concrete.

Critics point to the Council's requirement that URMs must upgrade to a *life safety* standard, higher and costlier than the *collapse risk reduction* standard recommended for residential and commercial buildings by the Bureau

of Emergency Management in order to remove the placards.

The placarding mandate has also drawn the ire of the local chapter of the NAACP.

In a letter to the City Council, chapter president E.D. Mondainé expressed concerns that the mandate could contribute to the displacement of African American businesses, reminiscent of what occurred in the Albina neighborhood in the 1960s when Portland Development Commission declared the area "blighted."

Mondainé claims in the letter that "a great number of [African-American] stakeholders" have been "excluded from the process."

Critics of the Council's action are particularly incensed that Council approved the mandate despite the fact that the Bureau of Emergency Management's Policy Committee recommended against enacting the measure in its final report.

Many URM owners see ulterior motives in the placarding mandate, labeling it, in the words of one critic, "a lever to force building owners to upgrade."

Indeed, it is the seismic upgrading itself that has brought the URM issue to center stage during the past year. In June the Council approved a resolution directing city staff to "formulate a working group" comprised of URM stakeholders who will be responsible for "evaluating reasonable seismic retrofit requirements."

The group has until next June to submit their recommendations, but it seems likely that the Council will eventually adopt the *risk of collapse reduction* standard for commercial and multi-family residential URMs, with a 20-year implementation timeline.

There is, however, one puzzle piece missing, and that is financing. Earlier this year, the Oregon legislature approved SB 311, which allows local governments to give a limited property tax abatement to building owners for the purpose of financing seismic upgrades.

Very few URM owners expect that this alone will enable them to undertake upgrades that will run into six figures. Nor do they have any reason to expect that local banks will bend over backwards to help them.

Patrick Gyurca, the branch manager of the Hawthorne Rivermark Community Credit Union, recently sent an email to the Hawthorne Business Association in which he noted: "I have reached out to a few of the larger banks in the area and they do not have much on URM buildings other than a similar [to Rivermark's] lending policy outlining that URMs need to be remedied prior to financing."

The city's placarding mandate obviously will not make obtaining loans for seismic upgrades any easier.

URM owners and tenants may find themselves in a more favorable situation come the new year when newly-elected member Jo Ann Hardesty takes her seat on the Council, replacing Councilman Dan Saltzman, who has pushed a strict "safety first" line on the upgrade issue.

In October, Hardesty told OPB that "It would be extremely irresponsible of

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Controversial railroad crossing location

Business Owner Fights TriMet's Overcrossing Project

By JONATHAN MAUS, EDITOR AND PUBLISHER OF BIKEPORTLAND

Neighborhood transportation advocates in SE Portland are sounding the alarm about TriMet's Gideon Overcrossing project. They say opposition from an adjacent business owner could shelve the project.

"It's unfair to me. What it's doing to my business would require me to move," said Michael Koerner, owner of Koerner Camera Systems on SE 14th and Taggart. Koerner hired a lawyer who sent a letter to the regional head of the Federal Transit Administration on December 14.

The letter includes criticisms of TriMet and the Portland Bureau of Transportation, questions the need of a bridge, and asks the FTA to require a Supplemental Environmental Impact Statement before moving forward.

As reported last June, this project would build a new crossing of the Orange Line MAX light rail and Union Pacific Railroad tracks near the busy Clinton Street transit station.

It would be a much-needed replacement to the crossing at SE 16th and Brooklyn St. TriMet demolished during Orange Line construction in 2013.

The new bridge would go from SE 13th on the south side of the tracks to SE 14th on the north. In March 2018, TriMet said that location was "an attractive option for commuters" due to its proximity to the existing light rail station at Clinton St. (about 300 feet west of the new overcrossing).

The location was also chosen to, "best link to the Powell pedestrian crossing serving the Brooklyn neighborhood to Hosford-Abernethy."

TriMet began the design process this past spring and the new \$14 million bridge was supposed to start construction in the next few months.

Michael Koerner doesn't want the bridge on 14th Ave. His camera rental business that supplies high-end equipment to the film and TV industry is directly adjacent to the tracks.

As designed, the bridge needs to use

existing public right-of-way currently used to access Koerner's parking lot and loading zone.

Koerner said his concerns about safety and business impacts have fallen on deaf ears at TriMet so he hired a land-use attorney to fight the project.

In a phone call, Koerner said he doesn't oppose the bridge project, he just doesn't want it on 14th St. In addition to his concerns that mixing trucks and forklifts with bicycle riders and walkers would be a safety hazard,

He isn't the only business owner opposed to the project. Several others share his concerns and are actively engaged against it. Koerner also has support from Oregon House Representative Rob Nosse.

In a letter dated December 10 and addressed to PBOT Director Chris Warner and TriMet General Manager Doug Kelsey, Nosse wrote that after talking with Koerner and other business owners on 14th St., "I am respectfully asking that you consider moving the bridge to a different location either up further on 16th St. or even consider 8th or 9th instead."

"I don't think your planning is so far along that you could not consider an alternative," Rep. Nosse continued, "And I think this would be an appropriate compromise."

According to Rep. Nosse, the planned alignment would make it difficult for these businesses to operate forklifts and access loading zones with large trucks.

"... both Tri-Met and PBOT have failed to provide evidence that the proposal is actually necessary for pedestrians or bicyclists. Neither agency has provided evidence of accidents or injury to either pedestrians or bicyclists at this railroad crossing nor have they provided evidence that the proposed bridge will be useful to bicyclists or pedestrians."

"If Tri-Met and PBOT believe a pedestrian and bicycle bridge is necessary, the Gideon Overcrossing should be placed in a location that will result in greatest utility for pedestrians and bicyclists – specifically in the location of the previous access bridge at SE 16th and Gideon which

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Letters to the Editor

Dear Commissioner Eudaly,

Thank you for having a staff member write to answer my concerns about the Residential Infill Project (RIP).

I wrote to you and the other Portland Commissioners because I feel very strongly that RIP will mainly benefit developers, will not meaningfully increase affordability, and will have many unintended and undesirable side effects.

Let's focus on my concern that, in many neighborhoods, a standard 50' X 100' lot — zoned for one house (R5) only a few short years ago — has already been rezoned to R2.5 and under RIP's 'a' overlay would allow two duplexes, each with an ADU. That is a six-fold increase in density. I am pretty familiar with this as it pertains to my own block.

Your friendly, reasonable letter via your Constituent Relations Specialist states: "An extra living unit (such as an ADU) could provide affordable housing to a family member or friend in need. It could also be used as a rental property, providing a new

stream of income for existing property owners."

And further: "I support adapting existing structures to accommodate an attached ADU or build an ADU in a yard."

I believe that most Portland residents, including myself, would agree entirely, but this is not what RIP proposes.

RIP is a wholesale experiment allowing super-densification, while guaranteeing nothing in the way of affordability, and almost certainly having detrimental impacts on infrastructure, parking, green spaces, and more.

RIP will incentivize demolition, even though the greenest home is an existing home. Do you not understand what RIP would truly accomplish? Or if you believe I misunderstand, please feel free to educate me.

There are so many red flags, I will consider just one more: Trees lower city air temperatures, reduce air pollution, and play an important role in mitigating climate change.

Whenever we see a small affordable bungalow demolished to make way for tall, skinny townhouses (often selling for around 1

million dollars each) or duplexes (wherein one of the units often becomes an Airbnb rental), we also watch the removal of yards (with their greenery and permeable surfaces) and trees.

Please do not allow RIP to move forward. Instead advocate for what your letter to me mistakes for RIP. Yes, make it easier for homeowners to add an ADU and develop a basement apartment. Find ways to, as you state, "strongly advocate for policies that will prevent homes from being demolished."

I applaud you for the goals in your letter to me. I beg you to re-evaluate RIP in light of your own stated values.

Thank you so much. I know there are many pressing issues facing the City Council. I thank you for your service and urge you to allot the time needed to fully understand RIP.

Observe who is pressing for these changes to zoning. Please be on the right side of the history of our city.

Sincerely,
Carol Poliak, SE Portland Resident



What to expect in 2019

BY MIDGE PIERCE

It can only get better, right Portopia? Consider:

Ubiquitous Airbnb host Nadia Everywhere delivers an award-winning Ted Talk.

Big Bertha bores down from tunneling Seattle to chunnel the Beneath Columbia River Crossing.

Portopia's Tesla dealership closes as the City bans cars in favor of e-scooters that return from storage seeking revenge on the elderly, otherly-abled and moms with strollers.

Up With People, here to sing, is declared a terrorist organization.

The state supermajority germymanders the tattooless to Van-

couver. Scandinavian visitors decode *Hygge*, *Woonerfing* and the flaws of progressive astroturfing.

A Pocahontas mural on an elementary school wall gets a pardon from the easily offended eager to paint over politically incorrect images. (Here's looking at you Glencoe.)

Tina Kotek announces her run for President based on a platform of ridding America of all homeowners. Mayor Wheeler swaps campaign buttons for a flak jacket.

OCCL starts every special interest meeting with mindful reminders that equity means now I get yours. Open-door meetings

close as inclusionary diversity excludes the bikeless, anyone who has lived in Portland more than a moment or is over forty with a living wage.

The Belmont Goats mellow out Portland State. Adulthood classes supplant extremists and the self-righteous in Shrunk Plaza.

Moss consumes P-towns unrecyclable recyclables. The H-Mart really does open.

NIMBYs yield their garden kale to YIMBYs who, in turn, stop slandering those who own a swing set. The PC police get as

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Metro Urban Growth Boundary

By Don Mac Gillivray

Predicting how much our region will grow is the job of the Portland Metropolitan Service District (Metro) and it isn't easy.

The current approximate population of the Metro region is 1.6 million residents. It is anticipated that the region will grow by one third over the next twenty years so Portland will need to make room for another half a million residents.

Metro has the responsibility to control the growth of the region through the management of a boundary line around the region called the Urban Growth Boundary (UGB).

Many believe that this increased density can be accommodated within the existing UGB while many other folks feel that it will require much more land to satisfy this growth.

Less expansion will save high quality farmland from development and reduce the need to extend the regional infrastructure and services. The right balance will always be illusive.

Metro must plan for growing regional needs so that there is both room for residential communities and many employment options for the residents of the region. Every six years, the region's growth must be reviewed and the need for its expansion considered. It may be that managing the UGB is Metro's most important function.

It is vital to the health of the region and all the communities in

the northern Willamette Valley as well as in Vancouver, Washington.

Last December 13, Metro unanimously approved the expansion of the UGB in four locations adding 2,200 acres for 9,200 new homes. Over the years this expansion process has proved to be very controversial.

This year the process was changed and the results were accomplished with little acrimony. A new policy framework is in place with a task force to review and determine the future needs of the region.

In reviewing proposed changes, Metro conducts policy, legal, and technical reviews, and sees that the additions meet various critical factors required for inclusion.

The boundary is to keep growth contained within reasonable limits to protect farm and forest land and reduce the expensive expansion of urban infrastructure like roads, utilities, schools, parks, and emergency services.

A concept plan is required for all new urban land to be included within the UGB. The key elements that these cities must provide are: community commitment, the ability to pay off needed infrastructure, and the market demand for the new developments.

In 1973 Governor Tom McCall and the state of Oregon adopted the current land use planning laws. An Urban Growth Boundary was formulated around the Portland Metro area and the other cities in Oregon beyond

which cities could not expand.

Every six years growth projections are determined. With public review, the boundary is modified so that there is enough land to meet the housing needs for the next twenty years.

The Portland UGB includes twenty-four cities and more than sixty special service districts. Since its beginning, the boundary has been expanded about thirty five times, but the size of each addition is usually less than one hundred acres.


For much of the past year, Metro has reviewed various options for expanding the existing UGB. The final expansion proposals that were adopted included four additions on the western edge of the region in Washington and Clackamas Counties.

The proposals submitted by cities to the Metro Council for expansion were:

- Cooper Mountain in Beaverton: 3,760 homes on 1,232 acres,
- Witch Hazel Village South of Hillsboro: 850 homes on 150 acres,
- Beef Bend South of King City: 3,300 homes on 528 acres, and
- Frog Pond in Wilsonville: 1,325 homes on 271 acres.

The cities have assured Metro that approval would lead to new home construction within the next few years. Assurances have been made that they will be developed and additional steps will be taken to address any deficiencies and issues while building

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Homelessness in Portland Part II

By DAVID KROGH

There is no simple solution to eliminating homelessness, much less addressing it in a meaningful way. November’s edition introduced this topic. This part explores remedies.

Homelessness is increasing within the greater Portland area by 10% per year and many other cities in the Northwest are also experiencing big increases.

For many years, sheltering was the primary response to homelessness. However, over time, both government and nonprofit agencies have come to agree that more was needed than just sheltering. Permanent housing and the availability of support services is the current approach used for alleviation of homelessness.

Dr. Jonathan Robbins of OHSU takes the discussion to a new dimension and adds support services into the mix.

“It is short-sighted to think that federal Section 8 housing and shelter beds alone will solve the homelessness crisis. Leaders in Salt Lake City, Utah, reduced chronic homelessness by more than 90 percent by pairing affordable housing with intensive addiction services and case management.” (*The Oregonian* November 5).

The promotion of housing and services is echoed by Jennifer Bragar, President of Housing Land Advocates, who states that government officials “need to understand the Continuum of Care and its goals around homelessness – wrap around services and availability and access to those services in connection with shelter.”

Retired activist Frank DiMarco, offered the following: “I think the biggest mistake is that many people living on our streets do not want the help and shelter being offered by Portland’s social services. Ask the police officers who have tried to get them somewhere for help. These folks need specialized help, which complicates the issue more.”

In response, media estimates say 40% or more of the homeless population experiences mental health issues or addiction problems. This suggests that specialized services are necessary to address the core problems for homeless individuals otherwise housing efforts will be ineffective.

Mayor Wheeler’s Office has offered a variety of information about how the City and other agencies are dealing with homelessness.

His office recently posted a link for a short, informative video discussing five things people should be aware of regarding the homeless: tinyurl.com/ycrf96z4.

“My first priority in our response to homelessness,” Mayor Wheeler said, “has been to increase access to permanent housing for our lowest-income, most vulnerable households, and also to increase wrap-around support services connected to that housing.”

“We served 35,000 people through the investments the City and County made to the Joint Office of Homeless Services in the last fiscal year. That’s 5,000 less people on the streets, 6,000 people that were able to stay in housing and 8,500 that used our shelter system.

“There is much more to do and we must also further address the mental health and addiction crisis’s we are seeing playing out on our street as well.”

For example, only 11% of Portland’s homeless are from elsewhere and the rest are Portland residents. Many include families with children.

Although people tend to see the homeless who sleep on sidewalks and in tents, there are many more who sleep in cars, RV’s, motels, on the couch of friends, and in traditional shelters.

Many of these have jobs that unfortunately don’t pay enough to allow for housing because of the lack of Portland’s affordable housing.

The Southeast Examiner spoke to staff at the Joint Office of Homeless Services. This is the lead agency providing for the implementation of *A Home For Everyone*, a comprehensive strategy begun in 2014.

Contracting with thirty different agencies for homeless services and support has yielded federal HUD monies and a budget of \$72 million per year. See multco.us/joint-office-homeless-services.

A recent ECONorthwest study explores the reasons for homelessness, including increased housing costs.

Portland’s gentrification

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Neighborhood Notes

South Tabor

By Tina Kimmey

Welcome to 2019! Lots to look forward to for the new year. We have a new Communications Chair, Pete Forsyth. Here’s to more neighborhood communications for the new year. Welcome Pete!

Construction is planned to begin on the new Middle School this summer, we are hoping to have a neighborhood clean up this year and as always, the Harvest Fest held the second Sunday in September.

There are lots of ways to become involved this year. Are you interested in Emergency preparedness? Get trained by the Portland Bureau of Emergency Management (PBEM) and Portland Fire and Rescue to become a member of a Neighborhood Emergency Team (NET). Go to portlandoregon.gov/pbem to sign up for an upcoming class.

There is also training to become a BEECN (Basic Earthquake Emergency Communication Node) in February. BEECN will be a vital component for communications in the event of an emergency situation.

Want to see what is happening in your neighborhood? This month’s South Tabor Neighborhood Association meetings are: Land Use, Tuesday, January 15; General meeting Thursday, January 17, and all meetings run from 7 -8:30 pm and held at Trinity Fellowship, 2700 SE 67th Ave., entry on the east from the parking lot.

See southtabor.org for more information.

Montavilla

By Patricia Sanders

The theme of the December general meeting of the Montavilla Neighborhood Association (MNA) was street safety, a long Montavilla concern going all the way back to 1902 when *The Oregonian* of October 6, 1902 reported citizen “outrage” over a car speeding at 35 miles per hour on Base Line Road (now SE Stark St.). They wanted speed limits for cars.

Today Stark St. has a new speed limit of 20 miles per hour, but that happened after a pedestrian death. The same can be said of the crosswalk with a median refuge on Glisan at 78th, located at the intersection of another unfortunate pedestrian death. Surely everyone agrees we need streets that are safer for vehicle occupants and pedestrians alike. Taking effective action should not have to wait for more deaths or injuries.

Oregon Dept of Transportation presentation (ODOT) has a plan in development for safety enhancements to the I-205 exit ramps at SE Division St. according to two ODOT representatives who presented that plan during the last MNA meeting. This is a location with a high incidence of accidents, including five class-A injuries.

The plan presented by ODOT includes street resurfacing, a new signal on the east side, dual left-turn lanes for southbound traffic, and a painted median island on the west side. These and other features of the plan may change since the project will be in development throughout 2019 with construction scheduled to begin in summer 2020.

The dangerous conditions for both cars and pedestrians on 82nd Ave. are well known. Michael Sonnleitner of the 82nd Avenue Improvement Coalition spoke at the December meeting, and pointed out that it is one of the five most dangerous streets in Oregon.

Although 82nd Ave. (Hwy. 213) has badly needed improvement for years, this has languished because of jurisdictional issues. Once at the eastern edge of the Portland city limits, State Highway 213 is today pretty much in the center of Portland. Although within City boundaries, the State is responsible for upgrades but so far has not allocated funds for this. Sonnleitner reported a Metro bond measure expected to be on next November’s ballot would provide some funding to begin safety upgrades.

At the last meeting, the MNA Board voted to appoint a new at-large board member, Ron Thrasher, a long time resident of Montavilla. Welcome, Ron. The Board continues to encourage Montavilla residents and business owners to come forward if they are interested in serving on the Board or volunteering to help with ongoing activities and events. To get in touch, go to montavillapdx.org and click the Contact link.

As you may know, a pilot historic survey of the Montavilla “Main Street” (Stark-Washington corridor) is about to begin. At our January 14 meeting, Brandon Spencer-Hartle will give an overview of the survey process, explain volunteer opportunities, and invite submissions of historical information and answer questions.

The meeting is from 6:30 pm to 7:30 pm and takes place at the Montavilla United Methodist Church at 232 SE 80th Ave. All are invited to the general meeting and to the Board meeting, which follows at 7:35 pm.

RIP Positions Intensify

BY MIDGE PIERCE

Sweeping land use reform that would eliminate single family housing is all the rage in entering 2019 as Oregon House Speaker Tina Kotek proffers a statewide mirror of Portland’s revised Residential Infill Proposal (RIP) to allow multi-plexes in single-family zoned neighborhoods.

Eager planners, likely chagrined that Minneapolis beat them to the elimination of single-family neighborhoods, claim upzoning is “housing choice for people across a broader range of the income spectrum...”

They admit, however, that Portland’s RIP proposal, recently expanded to include 96% of residential neighborhoods, was never tasked with addressing affordability. Instead, the City (and going forward, perhaps the State) assumes affordability will happen automatically as for-profit builders market “missing middle” housing at affordable prices.

A pro-density Johnson Economics Study reported at year’s end that by rezoning parcels from R5 - R2.5, Portland’s RIP would be a boon in increased housing production. The City, in turn, posted assurances for the anti-demolition crowd that unit increases of 24,000 over twenty years would require only modest teardowns.

Government has powerful voices behind its plans – *The Oregonian* recently endorsed four-plexes in single-family zones as a “game changer.”

Critics didn’t buy it. Citing erroneous assumptions, architect Rod Merrick countered that costs would run much higher than the Johnson study indicates and RIP-allowed structures could exceed 10,000 sq. feet on a small single-family lot. Plus, he said, the report does not account for existing regulations that already allow for ADUs and corner lot duplexes.

In a letter to the mayor and planning officials, Merrick charged the City with

misrepresentation. “Concerns for context and scale have been taken off the table in favor of driving density... Planning with plenty of ideology, little analysis, and no accountability is a recipe for failure.”

The project has split the city, pitting pro-densification groups who call themselves YIMBYs (Yes In My Backyard) against NIMBYs (Not in My Backyard). At least one lawsuit has been filed and numerous websites have sprouted in opposition to the plan.

“We all want affordability and sustainability,” says a critic. “This project fails to deliver either one. It will displace lower incomes to build expensive housing for high income buyers and investors.”

A prolific data analyst predicts RIP will cause thousands of renters to be displaced as pricey rebuilds replace low-cost housing. “There is no housing crisis, only an affordable housing

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Community News

Recycling tips for January

By BONITA DAVIS, MASTER RECYCLER AND SE RESIDENT

Remember Cyber Monday? Last year’s big push to top one-day records for sales are now becoming Cyber Everyday for some.

The Sierra Club reported on a recent national survey that found shoppers made 51% of their purchases online in 2016, up 3% from the prior year.

Some 165 billion packages are shipped in the US each year according to a Forbes report on a Fast Company survey. That’s the equivalent of one billion trees!

Convenience, variety, ease, shopping on the fly, and the feeling we get when we find a package at the door (not unlike getting a gift) all contribute to the increase in online ordering.

Online shopping can save us time, but the savings can be eroded if more blocks of time are being spent on the internet.

It can save energy by reducing total trips, thereby reducing carbon emissions, and congestion from single person car trips. It will definitely increase the amount of packaging material in your household.

Shopping with our planet in mind, we can reduce impacts by:

- Using feedback cards and surveys to ask for less packaging, or packaging that is recyclable, post-consumer or eco-friendly.

- Reuse, recycle packaging cardboard and paper at curbside. Options for Styrofoam (agilyx.com); plastic film used for bubblewrap and air pillow packing (plasticrecycling.org.)

- Purchase more than one item at a time.

- Use two day (or more) deliveries to save on fuel economy. Special trips more than a planned route to our door, have a greater environmental impact.

- Buy less. Just because it’s now possible to shop from almost anywhere for almost anything all the time, doesn’t mean we have to.

- Shopping with our community in mind: Shop local!

Like many other SE Portlanders, I chose my neighborhood for walkability, the local “main streets,” the coffeeshop culture, the great open markets and the restaurant/cart scene.

Whether by foot, bike, or bus, so much is close to where we live and work. Shopping can also be social when we see our friends and neighbors out an about.

It is fun to know your barista, chefs and grocers by name. It feels good to support the local shops that in turn provide the vitality, jobs, and the community involvement that make SE Portland a great place to live.

Help in the cold

SE Uplift’s Muzammil Afzal, Community Engagement Coordinator, wrote about ways to help the unsheltered and unhoused neighbors who do not have access to a safe and warm space when the weather gets really cold.

To help someone locate shelter, including transportation to safe shelter, call 211 or go to 211info.org. There are multiple winter and year-round warming centers.

All government buildings are open to people seeking to get warm when warming shelters are not open. This includes libraries and community centers.

If someone outside is unsheltered and their life could be in danger please call 9-1-1.

Other ways to help our unsheltered community members: consider donating food, blankets or warm clothes to a shelter located in your neighborhood.

Drop off donations at Transition Projects, Do Good Multnomah, Portland Homeless Family Solutions and Join.

Donate to people directly if you see someone who is cold and in need of food and warmth.

This is a great way of getting to know unhoused community members. Buy or making hot coffee, tea or cocoa for an unhoused community member and continue sharing these resources with your neighbors.

Portland United Against Hate, a community coalition in partnership with the City of Portland’s Office of Community & Civic Life, is piloting a system to document hate/bias incidents.

This system will allow us to have a more comprehensive understanding of the effects of violence here and to provide support to those targeted.

Communities most likely to be targets are the least likely to report their experiences to law enforcement.

If you have experienced or witnessed a hate/bias incident, report it to Portland United Against Hate by going to [reportthatepdx.com](#).

These partners can help too: Latino Network, Asian Pacific American Network of Oregon, Unite Oregon, African Youth and Community Organization, Lewis and Clark Community Counseling Center, POIC+RAHS, Q Center, Lutheran Community Services Northwest, Fair Housing Council of Oregon, and IRCO Africa House.

Human Powered Lawyer Charley Gee

By JACK RUBINGER

Human Powered Law Attorney Charley Gee is a Personal Injury Attorney helping cyclists who’ve been involved in accidents caused by motorists. His typical client is a biking commuter, twenty to thirty years of age, who has been injured on the way to work or school.

Gee’s office recently moved into the Gladstone Street building at SE 39th and Gladstone, the previous location for Birds & Bees Nursery and Kenilworth Coffee.

Now he is bringing light and life back to the space with vintage Fillmore-type rock concert posters and a friendly vibe. Business is booming because cyclists are at risk every time they hop on the saddle.

Gee used to have an office downtown, but did a lot of work at the Kenilworth Coffee Shop. He liked the storefront-type space, and when it become available, he found the industrial space more useful because he can store wrecked and mangled bikes as evidence; difficult to do in a downtown high-rise.

The most common type of crash Gee sees is the “right hook” where a driver turns right across a bicycle lane and hits a cyclist or causes a cyclist to run into their car.

Other types of crashes are “left hooks” where a car driver turns left in front of a cyclist, sideswipes caused by a car driver passing too closely, and “car doorings” where a driver opens their door immediately in front of a cyclist.

These days he’s seeing more injuries caused by bad city infrastructure too: potholes, and pavement cracks.

Gee has worked on many cases involving deaths and permanently disabling injuries throughout Oregon.

He said a lot of drivers respond with care, compassion, and assistance when they hit a cyclist.

“Unfortunately our legal system only has one tool to make sure the injured person is made as whole as possible and that is the money system,” said Gee.

“It’s still better than the trial by combat that the money compensation system replaced, but it is still a terrible system.

“Not a single one of my clients would keep the money they got if they were able to trade it for not being injured. What



makes it worse is that the person who was driving the car has no say in whether or not the case settles.

Deep SE and NE are among the most dangerous areas for Portland cyclists.

“When there are crashes in close-in or downtown we hear all about it,” said Gee. “Usually the victim was a young professional or a student. A lot of my terrible injury cases come from east of I-205 and there are no news stories or vigils or ghost bikes.

According to the Portland Bureau of Transportation, 7.2% of commuters go by bike. This is the highest percentage of bike commuters for a large American city and means more than 17,000 people here choose to bicycle.

Nationally, 0.5% of commuters bicycle. In addition, 238% more people biked to work in 2010 than in 2000.

Portland’s bike paths are too short, too many cyclists wear black and are hard to see. Also some drivers are distracted with phones and other stimuli.

“We’re not really a bike-friendly city, but we’re a bike-friendly population,” Gee said.

“Ultimately the solution will be autonomous vehicles, which will take some time to become a part of our city’s landscape. Meanwhile, I’m working on several fronts including trying to make bike laws better.

“On the up side, the number of cycling incidents has decreased since 2004.”

Gee urges cyclists to sign up for personal injury insurance and to call an attorney immediately if they’ve been in any type of accident.

Most bike attorneys are happy to offer advice at no charge.

For more information, call Charley Gee at 503.278.5389 or email: cgee@injuryoregon.com.

BB

BUSINESS BEAT

PORTLAND DOCTOR is a primary care clinic in SE Portland that opened in December 2018. Dr. Christabeth Boyd, the physician-owner, is trained in family medicine and can see patients of all ages for acute illnesses. She can serve as PCP and manage chronic illnesses in those 18 and above. They are located at 1235 SE Division St., Ste. 115, 503.673.3400.

CALLIGRAPHY classes for beginners of all ages. Affordable classes at Artist & Craftsmen Supply SE and around SE Portland. Sign up at [rockpapercalligraphy.com](#).

ZEN INTEGRATIVE NUTRITION & HEALTH joins Brightside Space on Mt. Tabor at 6018 SE Stark St. Miho Hatanaka is a Registered Dietitian and provides nutrition consultation for people who want to gain more confidence in their body. Open office hours are Wednesdays between 1 - 5 pm or call at 503.765.7129 to schedule an appointment. Currently, providing free 15 minute phone consultations. For more information: [ZENintegrativenutrition.com](#)

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Will 5G Juggernaut Cause Wireless Silent Spring?

By MIDGE PIERCE

5G equipment, touted as a way to supercharge data delivery and increase interconnectivity between wireless devices will soon take over our utility poles.

As if we didn't have enough to worry about, a SE resident claims that 5G will harm our health, how we live, work and play.

Mt. Tabor resident David Morrison says the next generation of wireless signals coming from ever more ubiquitous cellphone towers will have a massively destructive "cumulative effect" on populations.

Morrison is making an appeal to Portland residents to contact Mayor Ted Wheeler and express concern over technology he fears will be especially harmful to our most vulnerable: our children.

He fears physical effects range from increased cancers to attention deficits.

As schools expand wireless, Morrison says children are becoming unwitting test subjects.

He is particularly concerned that PPS reneged on promises not to renew cell tower leases on school properties.

Skeptics call Morrison's concerns unfounded, bordering on the obsessive, but listening to him is both humbling and horrifying as he points to scientific and medical community indictments of the federal deregulation of the wireless telecom industry.

In *The Bulletin*, a California Medical Association magazine, Dr. Cindy Russell writes that celltowers release wavelengths that cause disruptions similar to pesticides cited in Rachel Carson's book, *Silent Spring*. Despite celltower proliferation, testing and regulation remains inadequate.

Calling Wi-Fi expansion Russian roulette, several Portland

doctors have joined radiation oncologists from around the world in calling for a moratorium on 5G technology, according to Morrison.

In a letter outlining potential hazards, they write that hazardous biologic exposure to radio frequencies may double, rising from roughly 1800/1900 Mhz of current 4G technology to 5G's estimated 3500 Mhz.

In August 2018, forty-one nations signed a UN appeal to address the adverse impacts of so-called wireless radiation.

Morrison blames the weakening of FCC regulations and the dearth of research studies for lack of awareness about electromagnetic fields in general and 5G in particular.

In addition to contributing to declining bee, butterfly and bird populations, he is alarmed by our emotional dependence on artificial devices for household functions and entertainment.

Morrison claims 5G will enable wireless devices to advance from turning on lights to refrigerators that order milk and other functions that Alexa, Siri and Cortani are already mastering.

Next Gen technology does not replace current tech, he says, but adds to it.

"Every time you use your cellphone or send a text, cells are being changed in some way. Exposure will only grow as new buildings bring more Wi-Fi."

5G millimeter wave frequencies vibrate off of extremities causing skin to burn, Morrison says. Given federal declassification and the lack of impact studies, not enough is known about what is happening beneath the skin's surface.

Insurance companies, he says, decline to insure against Wi-Fi and cellphone exposure.

CREATIVE WRITING CLASS FOR WOMEN – Write from prompts that may lead to new stories, poems or essays. Mondays, 10 am – 11:30 am, January 14 - March 11 at TaborSpace, 5441 SE Belmont. \$12 to drop in for a class or \$80 for all eight weeks. All experience levels are welcome to join this encouraging group. Taught by Pushcart-nominee Linda Ferguson. For information email ljdferguson@gmail.com.

PORTLAND SINGS! Community sing-along is a casual, fun group-singing opportunity for anyone wanting more singing in his or her life. Sunday January 20 from 2-4 pm at Artichoke Music, 2007 SE Powell Blvd. Sliding scale \$8 - \$15. For more info see PortlandSings.com.

TRUE NATURE – Winter sessions in Mt. Tabor Park. Registration is now open for Portland Parks & Recreation's True Nature, a program that fosters deep nature connection as a means of self-development for youth. Utilize exploration, stories, songs, and navigation to develop curiosity and a strong sense of place. There is an after-school option on Tue./Thu. and an option on Wednesday afternoons. Register by January 22. See portlandoregon.gov/parks/truenature for details.

GROUNDWATER 101 – Saturday, January 26, 9 am - 1 pm at McKinstry Company, 16790 NE Mason St. Join Portland Water Bureau and the Columbia Slough Watershed Council for Groundwater 101, a free educational workshop that teaches groundwater basics including local geology and hydrology, the role groundwater plays in our drinking water system, and what we can do to protect this important resource that lies beneath the cities of Portland, Gresham, and Fairview. This interactive workshop is presented with a mix of hands-on and classroom-style teaching and is appropriate for adults and high school students aged 17 and up. Light refreshments will be provided. Pre-registration is required--sign up for free here: columbiaslough.org/events/event/71.



DIABETES AND HYDROTHERAPY – Hydrotherapy is one of several core naturopathic modalities that integrates sauna, bathing, toweling and other water practices. What does the literature say about the impact of hydrotherapy on blood sugar? What are key considerations for practicing safe and effective hydrotherapy? Hawthorne Diabetes Group invites you to an evening with Nikolajs Belikoff-Strads, ND, MSiMR, naturopathic physician and research scientist, Thursday, January 17, at 7 pm at Colonial Hts. Presbyterian Church, 2828 SE Stephens St. \$10 donation requested; no one will be turned away for lack of funds. RSVP at MeetUp/ Hawthorne Diabetes Group. For questions, contact Julia Hanfling at 503.504.5050 or email julia@3peachesnutrition.com.

LEAD SAFE HOME PROJECTS WORKSHOP – Saturday, January 19, 11 am-1 pm - NE Portland Tool Library, 5431 NE 20th Ave. Before scraping, sanding, or remodeling any painted surface in pre-1978 housing, take this class. Great for people with a small project that may involve exposure to lead paint, such as sanding down an old window frame or a reused door, or a small renovation project in an older home. Register at communityenergyproject.org or call 503.284.6827x109. **HOME ENERGY SCORE WORKSHOP** – As of 2018, Portland homes require a Home Energy Score if they are going on the real estate market. These workshops are for homeowners looking to sell their home, new homebuyers, or real estate brokers. Learn everything you need to know about how to interpret the Home Energy Score report, and cost effective energy efficiency upgrades to improve your Score. Learn what an assessment entails, ways to reduce energy consumption and save money on utility bills. Wednesday, January 9, 5-7 pm - Community Energy Project, 2900 SE Stark St. A. Saturday - Jan. 19, 2 - 4 pm - Community Energy Project, 2900 SE Stark St. A. Register for the workshops at communityenergyproject.org or call 503.284.6827x112

PEOPLE'S COOP EVENTS: Seed Exchange – Wednesday, January 23, 6-8 pm. Share your seeds for the 2019 season. Clearly label your seeds with the species name, variety, year harvested, and location. If the seeds had potential for cross pollinating with other varieties, indicate whether you have isolated your variety. If you are not familiar with this, ask someone for help when you arrive at the event. Indicate if seeds are open-pollinated or hybrids. Please do not bring unknown seeds, invasive plants, or seeds that are too old to germinate reliably. Seeds that are more than six years old are too old. If your seeds are between two to four years old, we may want to combine them with other seeds for making seedballs. Bring containers to take seeds home in (small jars, empty packets, etc). Masking tape, markers, and other useful tools for labeling seeds will be provided, but bring your own too. No GMO or fumigated seeds please. Volunteers are needed. Contact Marisha at: marisha.permaculturerrising@gmail.com **Large Size Women/Femme Clothing Swap** – Sunday, January 27, 6:45 pm. Approximately size 14 to 1x This event has a capacity for only twenty-five people. RSVP at: tinyurl.com/yd8rcpxc. Please bring clothes in good condition (no rips or stains) and accessories such as jewelry, shoes, hats, belts, purses. **People's CoOp at 3029 SE 21st Ave., open 8 am - 10 pm, 503.674.2642, info@peoples.coop.**

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The world as we have created it is a process of our thinking. It cannot be changed without changing our thinking.

Albert Einstein

Reinforced workspace ready for a long future

By Nancy Tannler

The iconic old building that faces Hawthorne Blvd. at Mt. Tabor is now reinforced in case The Big One hits. Despite the commotion of the deconstruction and reconstruction, Gabe Rahe along with his staff was able to keep Art Heads, SE 50th & Hawthorne open and doing business as usual.

Given the choice to close for three weeks or work around construction for three months, Rahe chose the latter. He and his employees scrambled to move the framing business around the space while construction was going on.

“We moved all the display racks, work stations, tools etc. to a portion of the building that wasn’t being renovated. The most difficult part was to make sure no dust particles touched the art. Our customers were very accommodating too.”

The end result is iron subterranean shafts and crossbeams that will keep the building safe in case of an earthquake or natural disaster. Another end result of the reinforcement was Rahe’s collaboration with the contractors to create a work space to his specifications.

“We had a blank slate to work with,” he said. He and his fellow employees knew what would make the work space flow and designed the shop to fit their needs and those of their customers.

Starting in 2019, the make-



New look for old building

over at Art Heads will be complete and Rahe will own the business. He was first employed here when Art Heads was located in the Hawthorne Masonic Building in 1999. After moving to this location in 2005, he became the manager and started the process of buying the business.

When the recession hit in 2008, Art Heads created a new line of ready-made frames to offer to their customers. This kept the doors open and the four employees working. With ready-made frames they could offer every price category from the person living on a fixed income to someone wanting to frame an expensive piece of art.

In framing they take into consideration color and size, the environment it will be placed in and the completed piece. Not everything requires a gilt gold frame as in bygone days. “People spend a lot of time looking at the art on their walls, and we want it to look its best.”

The business is also capable of refreshing paintings and photos, doing enlargements and restoring some works. If its not in their purview of expertise, they know people who do art restoration they can recommend.

Creative expression is an intrinsic part of Gabe Rahe’s makeup. It was what first brought him to the framing world all those years ago and

continues to drive him to this day. He helped design and build all the new tables and storage units, taking aesthetics and ergonomics in mind.

The frame displays have been magnetized and will feature more selections. The west facing shades can be drawn so they create a backdrop for art exhibits that are soon to be part of the scene here. They have incorporated the Halsey Hanging System on the tall ceilings making it possible to display art in this open space.

One of his most recent at-home projects was to build a skate park in his backyard for his son. He helped from engineering the design to pouring the concrete. Rahe says he enjoys projects that are like a big puzzle. “It gets me going.”

While The Southeast Examiner was doing this interview, one of Rahe’s customer-friends, photographer Larry Olson, stopped by to say hello and see how work is progressing. Art Heads is that kind of a place because the owner is that kind of guy, a friendly, welcoming person who along with his staff can make the art on your walls reflect how you feel about a particular piece of art.

For more information, drop by 1506 SE 50th St., call 503.232.5299, or visit art-heads.com.



Owner Gabe Rahe utilizing new work benches



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Smooth functioning work space

PDX food city

BY DON MACGILLIVRAY

Portland used to be a distant second to the likes of Seattle, San Francisco, Los Angeles, and even New York City.

In many areas we still have a ways to go, but the pundits have placed Portland at the top of the list for having the Best Restaurants in America.

Both *Wallet Hub* and *The Chicago Tribune* have placed Portland above all the cities in the country. Many of Portland's stellar restaurants are located right here in SE.

Wallet Hub's criteria includes affordability, diversity, accessibility, and the quality of Portland's restaurants. Other factors include features like ice cream and frozen yogurt shops, food carts, craft breweries, and wine bars in the 182 cities surveyed.

The city has become a place that attracts talented young chefs from around the country. Part of the reason is because many creative and unique small restaurants that have caught on thrive. Creativity has attracted even more. One reason for the great restaurants here are the beverages (wine, beer, and coffee) that have developed over the last thirty years.

Another important factor are prices the restaurants charge. While the finest restaurants are typically expensive, competition and multitude make for many medium or lower-priced options available for delicious options. Competition is fierce and unfortunately, many eateries go out of business each year.

The bounty of fresh local produce, the natural abundance of marine life from the ocean, and small farms with viable produce-to-table businesses add considerably to the quality of Portland's dining scene.

Wild resources in fish, game, natural berries, mushrooms etc. abound. There are ingredients like the several hundred kinds of truffles to be found in Oregon and fiddlehead ferns, another specialty.

The food cart revolution has provided locals with upwards of five hundred food establishments where almost anything and everything can be found except for the common hamburger or hot dog.

These places are a laboratory for creative cookery encouraging strange and wonderful culinary delights and dishes from around the world. If successful, food cart vendors will sometimes make the transition to a brick and mortar restaurant.

Driving through the inner city on a Sunday morning, lines of thirty-somethings wait in line to buy breakfasts that are not the typical eggs, bacon, and hash browns. Many eateries have a menu for vegans and one serves southern style buttermilk fried chicken stacked on a sweet potato waffle. Part of the reason for the recent success is the folks with incomes that support a higher class of dining.

A few locally-developed fast food operators take pride in their specialty menu items. Burgerville has their raspberry milkshakes and Walla Walla onion rings. Stumptown Coffee rivals Seattle's Starbucks in quality if not in scale. New Seasons Market is well known for its higher-class specialty selections.

The city's renaissance may partially be due to the legacy of James Beard, America's dean of culinary arts.

Beard grew up in Portland enjoying the fresh ingredients we love today like salmon, shellfish, mushrooms, strawberries, fresh fruit and vegetables and other natural foods. Over his long career as chef, restaurateur, author, and media personality, he maintained connections with Oregon and its food.

In the works is a Central Produce Market named for James Beard. It will be located at the east end of the Morrison bridge and will be similar to Seattle's Pike Place Market. This is Portland's historic location where everyone bought their food daily before there were supermarkets, refrigeration, and automobiles.

Wine in Portland is a huge draw too due to Oregon's fifty years of world-class vineyards. It is estimated that the state has over seven hundred winemakers making a variety of products valued at \$3.4 billion.

This city holds its own internationally as a wine-loving city along with others located around the great wine regions of the world. One pundit has called Oregon the single most exciting winemaking area in the United States.

The Columbia River and Willamette River valleys provide access to more than two hundred and fifty wineries. Oregon's
turn to page 19

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Good Attitudes Make Good Neighbors

By MIDGE PIERCE

Good Neighbor Agreements are touted by staffers from SE Uplift and Portland’s newly rebranded Office of Office of Community and Civic Life as a way to solve dicey issues such as the fear and distrust that follow the homeless population.

Several agreements are in the works on the Eastside, notably a Foster Shelter Steering Committee proposal to encourage cooperation and acceptance of a contentious shelter opening soon in the 6100 block of Foster Blvd.

The draft, designed to ensure the safety and livability of a community of both neighbors and shelter residents transitioning to permanent housing, calls for open communication between all parties and clear expectations.

Intended signatures include shelter manager Transitions Project; several area

neighborhood associations; a 7 Eleven; Mt. Scott Learning Center; Assembly Brewing; the Foster Area Business Association; East Precinct Police and SE Uplift (SEUL) as liaison.

Good Neighbor Agreements are not legally-binding. Instead, they are intended to promote respectful discourse and collaborative problem solving between all impacted by the houseless crisis. For agreements to be effective, OCCL and SEUL staffers recommend neighbors adopt a welcoming attitude and avoid us vs. them language.

The eastside’s most recent Good Neighbor discussion is between the Sunnyside Neighborhood Association (SNA) and the Sunnyside Community House (SCH), a basic needs resource center that recently dropped plans to open a fifty-bed shelter.

In a spirit of “hate will not be tolerated in this neighborhood”,

SNA agreed to develop a Good Neighbor Agreement with SCH over coming months. The concern addressed at the NA’s December meeting was not Community House services, but enforcement of rules it already has to monitor: including debris, camping and an unsupervised Port-a-Potty that a new board member suggested might move around the corner from a school to her street.

The Community House is located across from Sunnyside K-8 school’s playground.

Although the playground fence was recently equipped with a needle drop box, and, hours before the NA meeting, the school had gone into a lengthy safety lockdown caused by a likely unrelated threat, an assistant principal claims the school has a good relationship with the House and students even help with meal prep.

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Kerns Neighborhood: calling out hate

By MIDGE PIERCE

Seventeen street capsigns featuring the likeness of Ethiopian Exchange student Mulugeta Seraw (murdered 30 years ago near Laurelhurst Park) now stand in the Kerns neighborhood as lasting reminders of Portland’s racist past, its current racially-charged violence and the Max murders just over a year ago.

Citing a 17% increase in hate crimes last year, SE Uplift (SEUL) has taken a lead role in honoring Seraw, supporting all those targeted by discrimination and stopping hate in its tracks.

SEUL was integral in a December symposium for the book, *A Hundred Little Hitlers* by journalist Elinor Langer who covered the trial that found an Aryan Resistance founder who spewed racist rhetoric liable in Seraw’s murder.

In addition, Portland United Against Hate, a community coalition in partnership with the City of Portland’s Office of Community & Civic Life, is piloting a system to document hate/bias incidents via reporthatepdx.com or to partner organizations.

These include Latino Network, Asian Pacific American Network of Oregon, Unite Oregon, African Youth and Community Organization, Lewis and Clark Community Counseling Center, POIC+RAHS, Q Center, Lutheran Community Services Northwest, Fair Housing Council of Oregon, and IRCO Africa House.

SE Uplift’s Executive Director is asking Portland to work together “to bravely address the systems of oppression and discrimination that contribute to the perpetuation of hate and violence, and to nurture a Portland where all community members have the basic human right of safety.”

Last year’s Max train mur-

New street signs

ders were a wake-up call for us all, yet the reality is, hate crimes have risen steadily recently, up some 17 percent since last year.

As white supremacists become ever more emboldened, Portland’s downtown seems to brace for violence every weekend as groups like the Proud Boys (now a declared terrorist group) come to town to prod Portland progressives.

Yet, residents are typically shocked and surprised when they learn our past includes the horrific murder of an Ethiopian exchange student thirty years ago in SE. To ensure we don’t forget, city officials and the Portland Urban League sponsored a multi-day commemoration culminating in the proclamation of a November Mulugeta Seraw Day.

As part of anti-racism efforts in the Kerns Neighborhood, the streetcaps funded by SE Uplift were dedicated last month on a quiet, little-changed corner at SE 31st and Pine St.

As neighbors watched, the League’s Nkenge Harmon Johnson, City Commissioner Chloe Eudaly and others including Seraw’s uncle praised the community for making new history to try to stop hate in its tracks.

Reacting to public outpouring over his nephew’s death, Engedaw Berhanu said, “I guess Mulugeta touched a nerve in this

community.”

Speakers praised the community for being unflinching in the installation of reminders of the horrific event in which Neo-Nazi skinheads beat Seraw to death with a baseball bat.

Citing the surge of hate groups, Johnson said, “Our eyes are wide open...to white nationalists and those...who seek to make us unsafe.”

Each speaker called attention to bitter stories of hate and discrimination. SE Uplift head Molly Mayo called Seraw an extraordinary young man whose “life was taken too early by a senseless act of racial hate.”

Also on hand were the lawyers who worked with the Southern Poverty Law Center on a lawsuit that essentially bankrupted the White Aryan Resistance (WAR) held accountable for inciting the violence.

Lawyer James McElroy spoke of the life-changing event that led to his adoption of Seraw’s young six-year-old son Henock, now a middle-aged commercial airline pilot.

The official proclamation by Eudaly and Mayor Ted Wheeler claimed that not enough has changed in Portland, chiding the City for racial animosity and a lack of understanding of the “lived experience of people of color in Portland.”

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I may not have gone where I intended to go, but I think I have ended up where I needed to be.

Douglas Adams



Wellness Word

Editor's note: Wellness Word is an informational column which is not meant to replace a health care professional's diagnosis, treatment or medication.

Keeping your bones dense

According to the National Osteoporosis Foundation, half of all adults aged fifty and older have osteoporosis or low bone density (osteopenia), an epidemic proportion. A skeletal disease characterized by changes in bone mass and structure leading to skeletal fragility, this disease is responsible for an estimated two million broken bones per year.

Hip fractures are the most serious and often deadly type of fracture. Twenty four percent of hip-fracture patients aged fifty and over die within a year of the fracture. Six months after a hip fracture, only fifteen percent of patients can walk across a room unaided.

Of the nearly 300,000 annual hip fracture patients, one quarter end up in nursing homes and half never regain previous function. These are terrifying statistics but you don't have to be one of them.

What causes osteopenia and osteoporosis? Uncontrollable risk factors for osteoporosis include being female, being older, having either a family history of osteoporosis, a history of broken bones, a small, thin frame, being white or of Asian or Latino heritage, and menopause.

Kidney disease, thyroid problems and certain medications may also cause osteoporosis. However, there are certain controllable lifestyle behaviors that impact your chances of developing the disease: poor nutrition, sedentary lifestyle, muscle weakness, smoking, and excessive alcohol consumption. You don't need to wait until you have a diagnosis of osteopenia or osteoporosis to do something about it.

Your diet has a significant impact on the health of your bones. Specific nutrients including calcium, vitamin D, phosphorous, vitamin K, magnesium, vitamin B and B12 are necessary for bone growth and maintenance. Protein is an essential part of a healthy diet but a diet very high in animal protein may cause calcium loss.

High caffeine intake (more than four cups of coffee a day) inhibits calcium absorption and leads to calcium loss through the urine. Excessive salt consumption causes loss of calcium through the kidneys.

Joel Fuhrman, M.D., author of the book *Eat to Live*, recommends eating a diet high in natural foods and writes, "When you eat a healthy diet rich in natural foods such as vegetables, beans, nuts, and seeds, it is easy to obtain sufficient calcium. In fact, the addition of more natural plant foods to the diet has been shown to have a powerful effect on increasing bone density and bone health."

Most importantly, exercise is an essential defense against osteoporosis and fracture risk. Physical activity strengthens muscles, improves coordination and balance, and increases flexibility. Research by the Bone Research Lab at Oregon State University shows that performing targeted exercises later in life slows bone loss and improves strength and balance which may reduce fall risk.

The Better Bones & Balance program these researchers developed is safe and beneficial for individuals with osteoporosis and osteopenia. The targeted resistance, balance, and impact exercises in this program have been shown to safely and effectively increase muscle strength, improve balance, reduce fall risk, and even increase bone density.

Available through Portland's Bone and Balance Academy, classes focus on form and functional strength training including squats, lunges, stepping, full body weight work with dumbbells and bands, core strength and mat work, as well as exercises to improve balance.

All exercises can be modified to the specific needs of each student. Registration is now open for the January thru March session.

Monica Eischen, is a certified Better Bones & Balance instructor. For information email monica@boneandbalanceacademy.com.

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RIP Year End Update

By DAVID KROGH

Speaker Tina Kotek has announced (per *Willamette Week* and *The Oregonian*) she is working on legislation that could mandate densification for single-family zoned areas.

This appears to be based on Portland's current Residential Infill Project. The City's Planning and Sustainability Commission (PSC) is proposing to apply RIP to 96% of Portland's current single family housing neighborhoods.

The proposed legislation would be applicable for cities statewide with populations over 10,000.

Citing a serious housing shortage in the state, Kotek feels jurisdictions have not been adequately dealing with mid range residential densities (i.e. missing middle).

No timelines have been established as yet for adoption of this proposal, however, the intent is to allow up to four units where a traditional single-family house was once the maximum density.

Will single family developments become a thing of the past or something only available in rural areas? Will the Statewide Planning Goals have to be rewritten? Will Citizen Input be reduced? Planning circles are already discussing these and other related issues. There will be more discussion to come.

The City has received an economic study from Johnson Economics alleging the proposed infill zoning will provide as much as 38,000 new units over the next twenty years.

Most of these would be add-ons, new construction or

ADUs, with a lesser amount coming from existing housing demolished for redevelopment. The report assumes housing and rental prices will be reduced once additional units come onto the market.

Considering many rental prices currently are heavily inflated, there isn't a solid understanding as to how prices might stabilize or reduce in the short term without affordable rent provisions in place.

At present, the City is not taking public testimony on the RIP. The PSC will have a work session on February 12, and formally decide on the extent of their recommendations to the City Commission in March. The City Commission is expected to hold a public hearing in the summer, yet to be announced.

Adjacent property owner Jim Winkler has filed a suit against Homer Williams' Harbor of Hope proposal for the south end of the Broadway Bridge.

Intended as transitional housing and supportive services for the homeless, Winkler contends the site is too contaminated for the intended use. However, DEQ has already approved the site's clean up plans (per *The Portland Tribune*) suggesting something else is of issue here. A court response is pending.

There are transportation projects underway all throughout SE Portland and more planned. These projects are listed at the PBOT website: portlandoregon.gov/transportation/35953.

It should be noted that not all of the proposed changes are shown with the project description. For example, for

the section of SE 50th between SE Division St. and Hawthorne Blvd., the description did not mention intersection closure at Lincoln and 50th.

However, barriers are now in place preventing drivers from continuing across 50th on Lincoln, even though the intersection is signalized. This means drivers need to weave around via narrow residential streets where they used to have a direct route.

Residents who attended the November PBOT open house were against these restrictions, but ignored by PBOT staff. If project problems are noted, residents are encouraged to contact the PBOT project manager (see projects link above) and/or the responsible City Commissioner. For PBOT that is Chloe Eudaly (chloe@portlandoregon.gov).

Many PBOT projects include an intent to increase street capacities. This has been announced for the Foster Rd. project and for proposed downtown projects.

A point of clarification is required. In each of these cases, auto drive lanes will be eliminated. This means auto capacity is reduced and traffic congestion could increase unless auto traffic is redirected elsewhere.

What PBOT staff really mean when they talk about street capacity increasing is that ridership will increase. That is, new bicycle lanes will encourage more bicycle use and improved pedestrian and bus facilities will encourage increased transit use. Therefore, more bikes, buses and pedestrians and less cars.

Time will tell if this strategy works or not.

Portopia predictions

from page 2

riled up about needles on playgrounds as they do about property shaming.

Climate refugees swap Portland's rain and ruin for progressively iced-in Minneapolis, which, having beat Portland to the RIP town apart punch, is home to spanking-new, Soviet-style housing hives where once stood stately, single family homes.

The West Hills collapses under the weight of savings stashed in mattresses more

sound than banks, the Big One or the Cayman Islands.

On the cash-strapped East-side, infused Reese's Pieces are rationed.

Acai bowls go the way of pumpkin chai, Portlandia and plaid. Food carts, conviviality and breathing room vanish beneath the Zombie Building Apocalypse.

Awash in PERS debt, students and teachers are set adrift as schools, lacking cash to pay fair wages or fix door latches.

Betsy DeVos rescues Portopia's class of 2028, sending

its members to charter schools with promises that Mexico will pay their gender conformation classes.

A gray wave rises to protest the tsunami of bonds pounding nest eggs. Millennials, rushing in to send elders off on ice flows before they melt, seize the spoils of grandma's bone china to trade for minimalist Billy Bookshelves.




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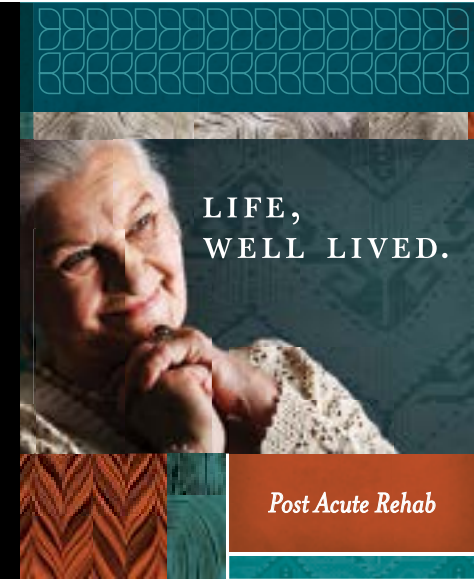
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Montavilla Historic Resource Survey

BY BRANDON SPENCER-HARTLE
CITY PLANNER

This winter, the Portland Bureau of Planning and Sustainability (BPS) partners with the University of Oregon Historic Preservation Program to conduct a historic resource survey in the Montavilla “Main Street” area.

The survey will identify and document buildings of architectural and cultural importance.

Because of its many older buildings from different historic periods, the neighborhood was selected to serve as a pilot project for updating the Historic Resources Inventory (HRI), a citywide list that has not been updated since 1984.

City staff, University of Oregon students, and technical experts will survey resources in the SE Stark/Washington St. corridor between approximately SE 75th and SE 85th Avenues.

The survey results will be compiled in a report with basic information on each building within the study area.

The report will include a list of buildings determined eligible for inclusion on the citywide



7818 SE Stark. The 1948 Academy Theater is a prominent building in the study area. Photo courtesy Michael Molinaro.

HRI. Adding properties to the HRI wouldn’t occur until late 2019 when related zoning code changes become effective.

The BPS will hold an information session during the Montavilla Neighborhood Association’s monthly meeting Monday, January 14, 6:30 pm at Montavilla United Methodist Church, 232 SE 80th Ave.

BPS representatives will share an overview of the survey process, invite submissions of historical information and answer questions.

The project team is interested in hearing from people with family stories or archival information related to the history of the study area.

Historic photos, articles, blueprints and other materials are often useful in evaluating the historic significance of properties.

If you have historical information about people, businesses, organizations, buildings, or events in the Montavilla area, submissions can be sent to historic.resources@portlandoregon.gov.

Hope/help for Homeless

from page 4

is a contributor to the problem and is why the City of Portland needs to take an active role in the alleviation of homelessness. The report is at tinyurl.com/yb3lmr7x.

One agency addressing homelessness in a holistic manner is Central City Concern striving to provide a combination of housing with health and recovery services.

They currently provide 1700 housing units in the area, 65% of which are designated as affordable housing. They partner with other agencies for other types of support including mobile services and cleanups.

Harbor of Hope is another group with goals of providing transitional housing and services to help the homeless advance their situations.

The Central Eastside Industrial Council (CEIC) has been dealing with homeless camp and security issues, especially in the areas of St. Francis Church (SE 12th) and City Team Ministries (SE Grand).

CEIC has subsequently contracted with Central City Concern’s Clean Start program for clean up assistance and Northwest Enforcement for security services.

Joint Office funding is going towards a new shelter project at SE 61st and Foster Road (up to 120 beds). In all, at least five homeless support facilities are already existing or in the works for East Portland and several more temporary shelters are planned during cold weather

periods.

The City of Portland has put together what they call the Homeless Tool Kit; a series of Q’s and A’s on how to deal with homeless issues including nuisances and homeless camp litter. See tinyurl.com/ycsqjoth.

Hawthorne Boulevard Business Association co-president Gregg Harris has suggested the business community should consider partnering with support groups to help homeless get into jobs or start businesses of their own.

This, he feels, would be a more realistic approach than for government oversight of such a program. Similarly, the Joint Office is involved with Worksystems Inc.; a federally-funded nonprofit providing job training.

The Fair Housing Council of Oregon (FHCO) helps protect the civil rights of those seeking housing.

Housing Land Advocates (HLA) advocates for the appropriate implementation of Federal and State Housing requirements.

Several nonprofits and citizen groups provide free meals

to the homeless. Free Hot Soup is a volunteer group who has been serving hot soup and drinks downtown in Directors Park.

The St. Francis Dining Hall and City Team both serve food in inner SE. Other groups include Potluck in the Park (west end of the Hawthorne Bridge) and Union Gospel Mission (NW 3rd).

Hot off the presses: Amazon’s CEO Jeff Bezos has donated \$5 million to JOIN, an East Portland nonprofit that helps homeless families transition into permanent housing and provides outreach support services in conjunction with other agencies.

This is a partial list of homeless support service groups that welcome donations of time and/or money:

Sheltering and Services: Salvation Army, Portland Rescue Mission, Union Gospel Mission, Human Solutions

Housing and Services: Central City Concern

Transitional Support and Outreach: Transition Projects, Harbor of Hope, JOIN

Jobs etc: Worksystems Inc., Street Roots, various churches and synagogues

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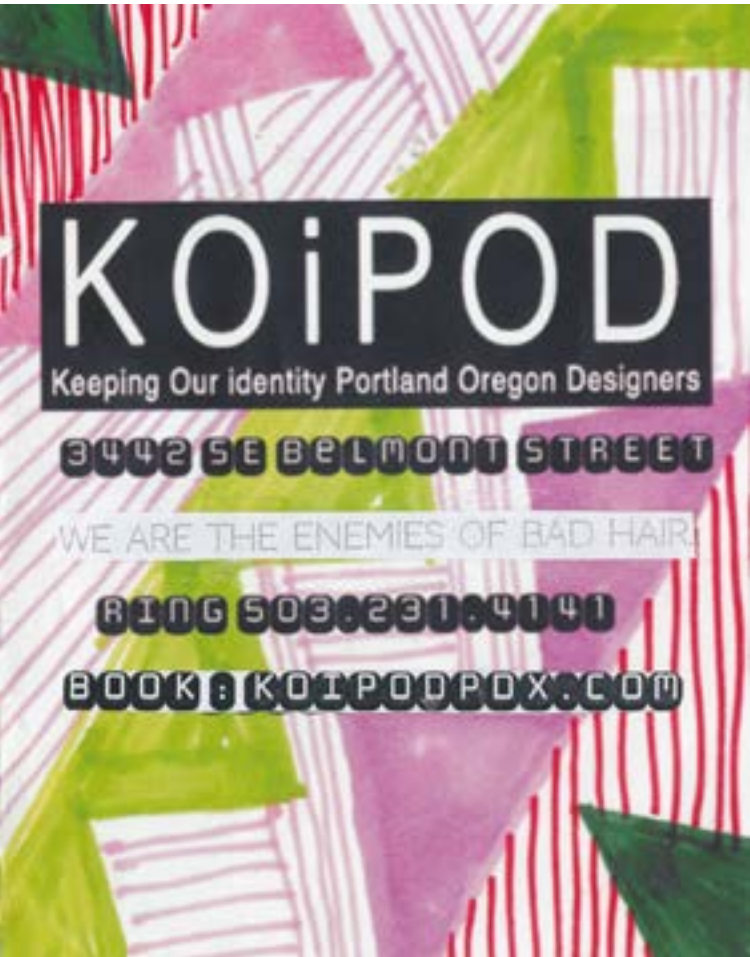
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Making Good Neighbor Pacts Work

from page 10

Staff presenters indicated the best way to enter Goodwill agreements was to name five things the neighborhood association needed from the Community House and five things it was willing to give back.

One noted that cookies and common courtesy when new residents move in, might be a helpful greeting.

In a holiday letter of

thanks to volunteers posted on Next Door, Community House founders John Mayer and Pat Schwiebert indicated lack of funding for 24/7 supervision was a challenge. The letter cited thirty-eight years of Wednesday evening Hard Times Suppers that this year amounted to some 18,000 plates of food to more than 120 needy.

In addition, SCH provided 2500 showers and 20 nights of

emergency weather shelter, along with hosting a 24-hour toilet, additional dumpsters and a small computer lab with donated computers.

The letter indicated that when the un-housed were asked what they would like their “housed” neighbors to know, responses included, “I’m trying”, “I like to work”, “I wish you asked me my name”, and “We’re not all addicts and alcoholics.”

RIP Questions

from page 5

crisis,” claims the blogger who uses the pseudonym Nerdletta. Rather, Portland is experiencing a glut of housing priced beyond Portlander’s means, she indicates.

She continues “If you read only the utopian prognostications written by development lobbyists like (1000 Friends) Portland for Everyone or YIMBY “think tanks” like Sightline and CityLab, then the false-narrative leads you to believe

that there is a shortage of housing supply and that rents and housing prices will fall if we further deregulate the housing market and build even more market-rate new construction.”

A site called Portland is Not for Sale calls development’s combination of demolition, displacement and deforestation an environmental disaster. Posts blast the political pollution from pro-density, deep-pocketed builders sponsoring legislators and lobbyists like

1000 Friends, which a critic charges is masquerading as an environmental steward.

Lamenting the loss of protections for affordable, single family neighborhoods, Merrick warns, “The middle class family with children will increasingly migrate out of the city.”

A Portland Sustainability Commission briefing on the revised proposal draft is scheduled for February 12, 12:30 - 3:30 pm, 1900 SW 4th Avenue, Room 2500 (2nd floor).

Bike Bridge Options

from cover

supports connectivity between neighborhoods, or other alternative locations that have yet to be examined in an EIS.”

Communications Manager Roberta said that’s just not possible. “TriMet and the City of Portland have determined that the project cannot be built on another street,” she wrote in an email. “However, the city and TriMet continue to look for ways to minimize or mitigate the impact on local businesses.”

Altstadt said the bridge can’t be built at any other location because the FTA funding is tied directly to safety issues at SE 11th and 12th, where long UPRR delays cause some people to cross unsafely and

even to walk across stopped train cars.

Placing the bridge at 16th would not address the safety issue that is the basis for the FTA funding.

The bridge at 16th would simply be too far away and require too much out of direction travel – particularly for pedestrians – to be a viable alternative,” Altstadt explained.

According to Altstadt, FTA guidelines stipulate that a bike/walk bridge must be

located close enough to the original location of the safety hazard to “provide a convenient alternative.”

Placing the bridge at 16th would not address the safety issue that is the basis for the FTA funding.

The bridge at 16th would simply be too far away and require too much out of direction travel – particularly for pedestrians – to be a viable alternative,” Altstadt explained.

Altstadt says TriMet and the City of Portland analyzed several other locations and for various reasons, none of them could accommodate a bridge because there was either not enough room for the structure or the project would require condemnation of entire businesses.

Breweries put Portland on the map

from page 9

awards have mostly been for their pinot noir grapes that make up sixty-four percent of the acreage in the Willamette Valley.

This may be the best place outside of France to grow Chardonnay grapes. In Oregon’s “out back” there are a wide variety of climates for new growers to successfully cultivate almost any well known grape varietal.

Beer is the other beverage skyrocketing the Rose City into prominence. A self-proclaimed beer lover’s heaven, the city has the most breweries and independent microbreweries of any city in the world.

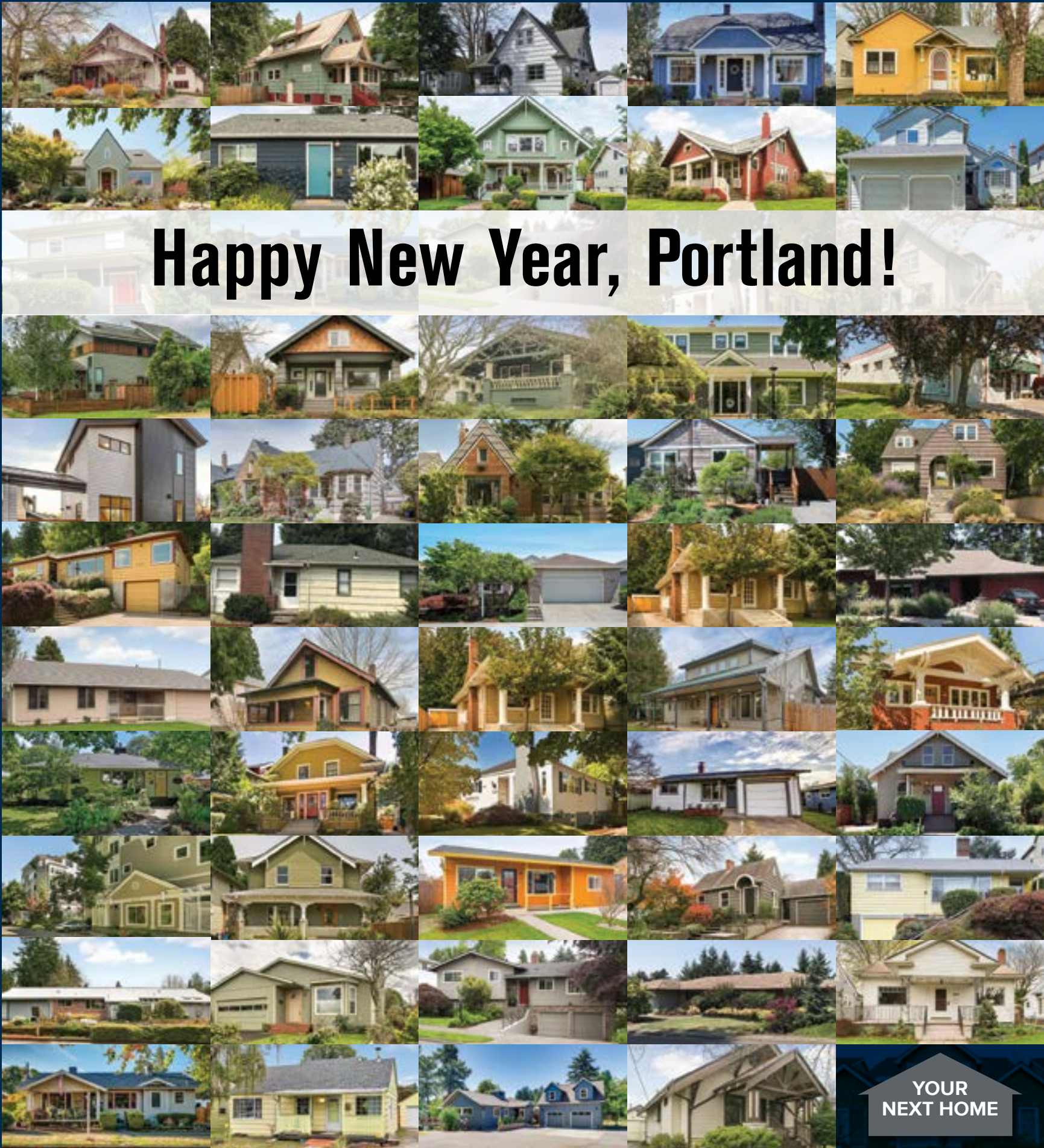
More than seventy breweries call the city home

and thirty more are in the metro area. Breweries and taprooms are within walking distance in nearly every neighborhood.

Widmer Brothers began business in 1984, (then the cutting edge of craft beer) and now the Oregon Brewers Festival typically draws 85,000 beer lovers who enjoy sipping the cold beverage in the shadow of beautiful Mount Hood.

There are events celebrating Fruit Beers, Belgian Beers, and there are unpasteurized, unfiltered, naturally carbonated beer called Firkin beers.

Another factor that keeps Portland weird: the city sells more craft beer than anywhere in the United States, with the widest range of beer in the country.



Homes the Caplener Group sold in 2018



LEFT TO RIGHT: Chelsie Coon, Kevin Caplener, Caroline Easton, and Jan Caplener



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