OSS celebrates centennial

Philatelists call Concordia home

They aren’t full-time residents, but many Portland members of the Oregon Stamp Society devote untold hours in Concordia. They’ve spent 56 of the organization’s 100 years based at the former fire station on 33rd Avenue at Alberta Court, and this year they invited visitors from around the world to visit.

“The stability of having our own club house and library promotes a vibrant philatelic community,” pointed out Eric Hummel, president.

You’ll find him at the clubhouse several days a week – frequently with other members – maintaining the building and the stamp collections and displays.

When OSS bought the retired fire station in 1960, it was unusual for a stamp club to own a building. Now several do, but Hummel believes OSS is the most unusual, despite the fact American Philatelic Society’s clubhouse is a converted match factory in Pennsylvania.

OSS activities include two meetings per month, an annual auction, the Rose City and Collectors Corner monthly stamp fairs and the PIPEX annual national stamp show. The centennial prompted a few more gatherings this year.

The 220 members – in Oregon, throughout the United States and Canada – hosted a summer exhibition at the Multnomah County Central Library, a clubhouse reception in July and an August weekend-long open house, complete with building tours, exhibits of members’ stamp collections and a display depicting the group’s history.

Sheryll Ruecker, OSS archivist, reported on the summer celebrations in the journal Federated Philatelist. They included installing a time capsule on clubhouse grounds. Filling it are club memorabilia, old and new philatelic souvenirs and U.S. Forever stamps.

“I wonder what those members who open it up 100 years from now will make of them,” she said. “Will Forever stamps actually last forever?”

When OSS purchased the clubhouse, it added initiation fees to its membership dues to help pay off the $13,500 city loan. Renting the space to other groups helped pay the mortgage – in less than 10 years – and continues to help support building maintenance.

After 56 years, Hummel said, members continue to feel welcome in Concordia and they return the favor.

“We are in a residential neighborhood,” he pointed out. “We and all who use the building make an effort to be good neighbors.”

Editor’s note: See Page 11 for Ask the Historian’s look at Oregon Stamp Society’s restored 1928 fire station clubhouse in Concordia.
Hello Neighbor! Glad to see you checking back in. In August, I asked you to send your vision for our neighborhood one, five, and 10 years from now. I know we have a community overflowing with diverse hopes and desires, but I’m sure we haven’t yet heard them all. It’s important that we do, because the future of our neighborhood lies in your hands. So keep those thoughts and dreams coming to Chair@ConcordiaPDX.org. You can also share your ideas at our general membership meeting Nov. 8. This isn’t simply a mental exercise. Portland city commissioner Amanda Fritz will be there, and I have asked her to be prepared to give us her understanding of – and expectations for – the future of the Concordia neighborhood. Let’s see if our vision for the future and hers align.

If you don’t have any idea of where we should work to be in 10 years, then we will, for better or worse, receive our marching orders from on high at city hall. Your Concordia Neighborhood (CNA) board is here to help mold our neighborhood’s future. But we can’t do it without you. Take, for example, an email I received recently asking the board to intervene with city hall about problems the writer and neighbors have with Airbnb. I doubt if the board will take it on, as none of us would be able to address specifics when none of us are experiencing the problem. We would not have the evidence nor the credibility to petition city hall or the relevant city agencies.

So what is a person to do? Give up? No. Organize! Find others having similar concerns, boil the issues down and then present your findings to the CNA board for support. That’s what we’re here for. The problem in today’s society is many neighbors don’t talk to anyone more than two doors away. Alternatively, send your issues to the board via me at Chair@ConcordiaPDX.org and we will assist in gathering those with similar concerns to organize and get your issues heard. Is that getting political? Perhaps so, but then again who is going to do it for us?

Just a last note... Have you noticed how some of our newly landscaped alleyways are showing up on favorite walking tours? Let me know – at Chair@ConcordiaPDX.com – which ones are your favorites. Best regards and Semper Fi.

Isaac

The problem in today’s society is many neighbors don’t talk to anyone more than two doors away.

If we don’t create/share our neighborhood’s future, top-down government will do it.
Concordia Murals

“You are confined only by the walls you build yourself”

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Concordia Murals

by Carrie Wenninger
CNA Media Team

Mural Location: Aladdin Finishers Inc., 2127 N.E. Alberta St.
Artist: Blaine Fontana with special thanks to the Furious Six of Fontana Studios. See more at TheFontanaStudios.com.

Representation/age: A follow-up inspirational message to the 2013 mural on the opposite side of the building, the artwork was painted as a part of Forest for the Trees (FFTT) annual mural event in 2014. The quote is from author Andrew Murphy. FFTT is a nonprofit project dedicated to the creation of contemporary public art in Portland.

Business owner: Steffen Bettger is the fourth generation proprietor of Aladdin Finishers, established in 1948. The master craftsmen have worked on Liberace’s touring piano, restored a cobbler’s bench owned by Ben Franklin, and are presently restoring 130 chairs and Victorian era sofas belonging to the Columbia Queen steamboat.

Fun Fact: Now in its fourth year, FFTT’s annual mural painting event brings together artists from all over the world, and is putting Portland on the map as a city known for its street art! Learn more at ForestForTheTreesNW.com.

Gina Levine at your service for Concordia News ads

The Concordia Neighborhood Association is pleased to announce it has contracted Gina Levine for the Concordia News ad sales and service representative role on a part-time basis. Gina, who has lived in the Concordia neighborhood for eight years, is a seasoned professional in the areas of sales and sales management, including work in advertising sales. Her past experience includes developing promotional marketing strategies and innovative sales initiatives.

Most recently, Gina has embraced the challenging role of mom, further honing her already strong multi-tasking skills. Advertising clients should expect to occasionally encounter Gina with her youngest in tow. She and husband Josh have three children, ages nine years, three years and 18 months. The two oldest children attend Fanion Elementary School.

Gina holds a bachelors of business administration degree in organizational psychology and development from American Intercontinental University.

To advertise in CNews, contact Gina at CNewsBusiness@ConcordiaPDX.org or call 503.891.7178.

Gina Levine
CNews Ad Sales Rep

Board bullet points: news from your neighborhood association board

Highlights from the Sept. 13 Concordia Neighborhood Association (CNA) Board meeting include:
• Several neighbors shared concerns, including a proposed city zone change from R5 to R2.5 for part of Concordia and traffic safety on 32nd Place. It was suggested the discussions be continued at a Land Use & Transportation (LUTC) meeting.
• Outgoing board treasurer Robert Bowles presented the finance report and introduced two candidates for treasurer. Chair Isaac Quintero expressed appreciation for their interest, and added that all neighbors, not only board members, are welcome and needed on CNA committees.
• The Media Team update introduced new Concordia News ad sales representative Gina Levine. Managing editor Susan Trabucco announced her resignation, reported that a plan is developed for continued high-quality newsletters in the absence of that position, and board members thanked her for her hard work.
• The LUTC update reported on the Big House project at 50th Avenue and Killingsworth Street and submitted a recommendation to send a letter to the city—which the board approved—about the Residential Infill Project.
• The Nov. 8 general meeting is at 7 p.m. in McMenamins Kennedy School Community Room. City commissioner Amanda Fritz will be there to learn more about the neighborhood’s hopes for the future. The board election is also on the agenda.
• The next CNA Board meeting is Tuesday, Oct. 11, at 7 p.m. in McMenamins Kennedy School Community Room. Meetings are open to all.
If only we could unleash ourselves like our dogs

As a transplant, I can’t help but notice Portlanders have a delightful habit of sharing most activities with their dogs. Any time of day one can observe them casually walking their dogs along Alberta or, in my case, observe the dogs walking me.

Dog owners seem comfortable hiking, hunting, fishing, paddleboarding and even dining with their canines. As my pups are rather large and furry, I prefer they dine alone. The big fella would be table surfing and stealing bread from other diners while the cute one would be shamelessly begging for attention and any morsel available.

But they are perfect candidates to enjoy the off-leash Alberta dog park. As soon as we reach the off-leash area, they are off like furry cannon balls, joining the huddle of sniffers and barkers. We are familiar with most of the other regulars.

At the Alberta Co-op gathering, I sat next to a woman who lives close to the RV Park we stayed in last year. I remarked about walking our dogs in the fenced-in nearby schoolyard. She said she did the same, and wasn’t it odd we hadn’t met before?

I described my dogs and she gasped, “Are Mutton and Raven your dogs? My dog is Kayla!” Unbelievably we had chatted frequently at the schoolyard. Yet we didn’t recognize each other without our pets!

It’s the same thing at the dog park. We know each others’ dogs. We stand together and discuss the remarkable contrasts of their features and antics. Amazingly enough, we take pleasure in the assortment of breeds, coat markings, form and breed characteristics and actually enjoy the diversity of the dog park.

Upon reflection, wouldn’t it be nice if we could all play together unleashed from our biases and preconceived notions and just enjoy each other like our pets, unconcerned about age, breed, color or culture? Maybe then we could celebrate our diversities and enjoy the differences just as the pet owners do.

Kathy moved to Concordia last year from the Midwest and, as she reports in CNews, things are a lot different here.

How we decide what goes into Concordia News

A quote by co-mediated Jerry Seinfeld from one of his routines goes like this: “It’s amazing that the amount of news that happens in the world every day always just exactly fits the newspaper.”

As a newswoman, that cracks me up.

By Susan Trabucco
CNA Media Team

A nod to the CNA Media Team

Although I will still be involved with CNews as an advisor, this is my last issue as managing editor and media team leader. Family needs beckon. It’s been a rewarding 10-month experience during which I’ve enjoyed meeting many great people while producing and retooling CNews.

We invite readers to weigh in on subject interests. Visit ConcordiaPDX.org to participate in our survey.

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Gut Health Vending Fair
Sunday, October 16th, 2016
from 11:00am - 5:30pm
@The Little Church
5138 NE 23rd Avenue

“A transplanted, I can’t help but notice Portlanders have a delightful habit of sharing most activities with their dogs. Any time of day one can observe them casually walking their dogs along Alberta or, in my case, observe the dogs walking me.”

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Community, Concordia U dedicate K-Street Commons

More than 100 people attended the Sept. 9 opening and dedication of the Concordia University K-Street Commons at 1650 N.E. Killingsworth St. The pedestrian-oriented, ground-level restaurant and retail space is intended to encourage a vibrant, walkable and transit-friendly neighborhood, in addition to 34 units of housing for Concordia University graduate-level and age 25-34 units of housing for Concordia community, said Metro president Tom Hughes. “By making a relatively modest investment, Metro was able to help create more housing opportunities.”

Andrew Clarke of Hugh Development, a project codeveloper, added, “This project was the culmination of vision, hard work, and a coordinated collaboration between so many partners.”

“With K-Street, we’ve worked to create a building that will contribute to the neighborhood fabric of the Killingsworth Corridor for generations,” said Avi Zaken, co-founder of UD+P. “From the beginning, we designed the building to integrate with the surrounding environment and provide space for new locally-owned businesses.”

Eric Cress, UD+P co-founder, noted, “Metro and Concordia University have been critical in bringing this project out of the ground and connecting it with the community. Their vision and partnership will ensure that the building benefits both students and the neighborhood over the long term.”

Contributed by Concordia University

Text to 911

Text to 911 is available throughout Multnomah County, according to the Portland 911 Bureau of Emergency Communications.

The service is intended to benefit people who may not be able to speak due to an emergency such as a home invasion or abusive partner, as well as individuals who are deaf, hard of hearing, or who have limited speech capabilities.

“Like other 911 calls, Text to 911 should be used for in-progress emergencies, those requiring immediate response from police, fire and/or emergency medical services,” said bureau liaison manager Laura Wolfe. If the situation is not an emergency requiring immediate response, she advised calling the public safety non-emergency line 503.823.3333.

For Text to 911, simply address your text to 911 – with no dashes or spaces – then type your message and send.

“Do not send your message to multiple people in a group text,” she added. “That will stop the message delivering still happens on our streets. See someone being harassed? Tips for bystanders here: StopStreetHarassment.org/strategies/bystander-responses/”

Go with your gut: Local community venue Cerimon House hosts a three-day event from Oct. 14 through 16. “Gut Instinct: Living and Eating in a Microbiome World” will help connect folks living with gut health issues to local resources.

Just in time for the holidays

In-home portraits only $125

- Scheduling now for Oct. sessions
- Optional print packages for Nov. delivery
- Includes electronic delivery of edited images
- Love your portraits or they’re free! (I mean it)

By Carrie Wenninger

No word of Doug, but lots more on Nextdoor.com

Got Rats? Multnomah County vector control can help. Reach them at 503.988.3464 and find helpful tips by visiting MultCo.Us/health/staying-healthy/pest-prevention-and-control/rats.

Good samaritan and super recycler: Juniana helps neighbors round up pesky, hard-to-recycle block Styrofoam, drives it out to Beaverton “for her own satisfaction.” Two thumbs up, Juniana! You know 911... but do you also have the non-emergency number handy? It’s 503.823.3333. Save it to your phone now while you’re thinking about it!

Sold a bill of (internet) goods? Eric Cress, UD+P co-founder, noted, “Metro and Concordia University have been critical in bringing this project out of the ground and connecting it with the community. Their vision and partnership will ensure that the building benefits both students and the neighborhood over the long term.”

Contributed by Concordia University

Where for art thou, D o u g ?

Sadly, no updates this month.

In a twist, gardeners growl, “Prostrate knotweed ties up valuable green space, worst it’s been in 20 years!” Try boiling water, vinegar to eradicate.

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BY CAROL WENNINGER

Photo-Journalist

MARK CHARLESWORTH
real estate team

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If You’re Going To Play The Game Of Homes

Make Sure You Have The King In The Northeast On Your Side.

Winter Is Coming. Call Today To List Your House.

Love your portraits or they’re free! (I mean it)


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Update on speed limit reduction requests

The LUTC plate brims with substantial developments on three issues that will affect Concordia neighborhood livability for years to come.

Portland 2035 Comprehensive Plan
The Concordia Neighborhood Association (CNA) Board approved a LUTC-drafted letter to city council that supports a modified version of the Residential Infill Project’s (RIP) “Housing Diversity Perspective.” The RIP’s purpose is to identify how best to reduce house size and retain neighborhood character and livability, while increasing the range of housing types to address community concerns about the scale of new homes and current housing supply challenges. The topics of the city council’s Oct. 6 and 13 public hearings on the Portland 2035 Comprehensive Plan are the updated zoning code and map changes that reflect the early implementation components of the plan adopted June 15. These updates include the R5 to R2.5 rezoning for homes in the Killingsworth-to-Jarrett corridor from 22nd to 53rd as well as the CM-1 and CM-2 mixed-use zoning determinations that both the CNA and Concordia residents provided input about on multiple occasions. For more information and to submit comments online or via letter, visit PortlandOregon.gov/bps, email PSC@PortlandOregon.gov, or call 503.823.7700.

Traffic safety
See CNA chair Garlynn Woodsong’s report above about the city’s reluctance to reduce speed limits on Alberta and Killingsworth streets. Jessica Horning, Oregon Department of Transportation’s bicycle/pedestrian coordinator, attended the Sept. 21 LUTC meeting. She presented the “Safety and Active Transportation Enhancements” project for the US 30/Bombard Street corridor, from the St. Johns Bridge to Northeast 42nd Avenue. These improvements include lane reshaping and restriping, signage and signal upgrades, new lighting, sidewalk upgrades and Americans with Disabilities Act ramps, and renovated pedestrian and bike lane paths.

In response to CNA’s advocacy for changes to the 42nd Avenue overpass bridge access to better ensure safe passage for bicyclists and pedestrians, ODOT will construct a new eastbound path behind the guardrail. As well as providing a much needed sidewalk, this will provide protected access to the 42nd ramp where the bridge supports currently create a “pinchpoint” in the bike lane that forces bicyclists into traffic.

Project construction is slated for the first week of November with completion in early 2017. As ODOT continues to assess viable solutions for the more complex conditioned westbound access situation, it will also consider the LUTC’s suggestions for possible additional short-term additions such as road diets, warning signs with flashing lights, etc.

Bighouse development
As of press time, there is no new news to report on any design changes for the four-story apartment building under way at Northeast 30th Avenue & Killingsworth Street. Stay tuned for the next update in the November CNews.

Concordia residents are always welcome at CNA LUTC meetings, 7 p.m. every third Wednesday in the McMenamins Kennedy School Community Room. For more information, visit ConcordiaPDX.org/category/land-use-livability, send your questions to LandUse@ConcordiaPDX.org or email LUTC_Secretary@ConcordiaPDX.org to join the LUTC notification list.
Concordia hosts first two Portland crossbikes

By Jonathan Maus

In early August, crossbikes were painted at seven intersections around the city – the first two in Concordia neighborhood.

If you see one, don’t fret. Treat them exactly like you would: like crosswalks, but for bikes, almost.

In Concordia, they are on 33rd at Going and on Killingsworth at 37th. Elsewhere, they are at N.W. Johnson at 21st, N. Williams at Rosa Parks, N.E. Tillamook at 12th, N. Michigan at Killingsworth, S.E. Lincoln at 60th and N.E. Rodney at Fremont. Another 15 are planned.

All are on neighborhood greenway streets. Roger Geller, Portland Bureau of Transportation (PBOT) traffic engineer, said it’s just the latest effort the bureau has undertaken to make crossings safer on what are designed to be low-stress, family-friendly streets where priority goes to people on bikes and on foot.

The crossbike locations must meet specific criteria that have been vetted by Geller and PBOT traffic engineers. They are used only on what are known as “minor collector streets” – a designation that applies only if the street has (at the most) one lane of traffic in each direction, no more than 10,000 cars per day (with 1,000 in the peak hour) and a maximum speed limit of 30 miles per hour.

Each marking costs about $4,000, including signs and crosswalk striping if necessary. Geller said crossbikes are an idea he’s been working on for several years, and it came from how he observed people using curb extensions – where curbs are bulbed out to narrow the crossing distance.

“When a cyclist was taking advantage of the curb extension and stopped at the end of it, it was clear from our observations that motorists would be paying attention more because they would stop,” Geller said. “So we thought, if we put more indicators in the intersection that more clearly signal that this is a crossing, it would lead to even greater awareness.”

Legally-speaking, crossbikes aren’t crosswalks. In a crosswalk, drivers are required by law to stop for anyone on bike or foot who shows intent to cross. Not so in a crossbike. But if you’ve walked or biked at all in Portland, you’ll know that people tend to happily stop at neighborhood greenway crossings already, so these markings should only increase awareness.

PBOT plans to work with a Portland State University researcher to evaluate the new markings to see whether they improve conditions.

Jonathan is publisher/editor of Bike Portland. This story is condensed from BikePortland.org coverage of the crossbikes. Contact him at Jonathan@BikePortland.org or 503.706.8804.

It’s only 20 minutes to the beach on your bike!

I recently took a ride with my 4-year-old son, Noamie, on the back of my Dutch bicycle. We rode for about 20 minutes – to the beach!

That’s right, just north of the Concordia neighborhood is a good-sized beach on the south bank of the Columbia River, just north of the port.

Just like at the Pacific Ocean beach, he loved the sand and building castles, finding (freshwater) mussel shells and other bits of flotsam and jetsam, exploring dunes, and just being there.

The best way to get there by bicycle is to ride north on 33rd Avenue, and take a left when the bicycle lane ends just before Marine Drive. That leads to an underpass entrance on the right, which leads to the Marine Drive bike path. Follow this path across Marine Drive to the river side of the levy, then look for the well-worn dirt paths leading down to the river. We found a large driftwood log to lean our bike against and locked it to itself.

How is this relevant to my work with the Concordia Neighborhood Association (CNA) Land Use & Transportation Committee (LUTC)?

Well, access to green space for all citizens is a goal stated in many state and city planning documents, including the current Portland 2035 Comprehensive Plan. To the extent people find their desire for a trip to the beach can be satisfied by riding a bicycle to the river – rather than driving a car to the ocean – having such a beach so close can help reduce auto miles traveled.

Plus it’s a great opportunity to get some fun exercise. All of this can contribute to our better health, both individually and collectively.

However, this bicycle connection to the beach could be safer. In particular, the southbound crossing of Columbia Boulevard needs improving. Currently bicyclists have only a painted bicycle sharrow marker to tell fast-moving traffic the road is shared with bicycles. The bicyclists are navigating the southbound 33rd Drive ramp along Columbia Boulevard to the 33rd Avenue overpass to cross the railroad tracks and Lombard Street.

The LUTC is recommending the city plan to incorporate safety improvements – and better bicycle and pedestrian connections – on a redesign of this route. We Concordia residents are lucky to have our very own beach within such easy bicycling distance. I’d like to see it safer!
Opinion

We should not get rid of cars so quickly

By Steve Elder

It's the city of Portland, abetted by developer-friendly activists, trying to abolish private automobiles? It certainly looks that way when you consider a report by mayor Charlie Hales' planning department, a group styling itself Portland for Everyone and several informal groups.

A picture in a June pamphlet published by the Bureau of Planning and Sustainability for the Residential Infill Project features a row of four "skinny" houses with driveways, two with cars. A second version of the picture shows the same houses with the cars and driveways photoshopped out.

The city doesn't just make off-street parking vanish. The report allows no "front-loaded" garages at all. Portland for Everyone is pretty much in accord with the city's call for smaller houses, lower roofs and mostly shorter setbacks. It would go further to outlaw off-street parking. Its website urges us to "end stealth parking subsidies," that off-street parking runs up the cost of housing and "tilts the scale toward automobile usage and away from forms of transportation that work better in cities." Works better for whom?

Some of us have arthritis, or golfers or young children to carry. We don't want to drive around the block to find a place to park.

Clearly the trend is away from cars. Presently in Portland there is less than one car per household. Perhaps in the future all will walk, ride a bicycle or use public transportation.

There are alternatives that address many of the points of the anti-car people. I have gotten permits for and presently am building a residence that addresses many issues raised:

- Do away with garages. Most people use their garages for storage rather than car shelter. I got an "exception" to my permit for a parking space in front of the house. Answering the charge that garage doors are ugly, my house will have a front window and no garage.
- Make driveways permeable, not concrete slabs. I am using an open concrete lattice.
- Group driveways for adjacent houses. A driveway has only to be nine feet wide. Adjacent houses could share a driveway that branches off to each neighboring house.
- Alleys that abut 15 percent of Portland lots. Cleaning and using them for car access would make neighborhoods more livable.

Bicyclists, walkers and bus riders have rights. They may be the wave of the future. But it shouldn't be all at once. We shouldn't just slam the car door on private transportation.

Letter to editor

Concerned about driving, citizen safety

Every morning I walk my dog in our neighborhood, and every morning I see many people speeding, running stop signs, and ignoring crosswalks. Two people in less than 10 days have come up to the light at 33rd and Ainsworth and pulled into the crosswalk WHILE I'M IN IT. This morning I had to slap the hood of my car at 20 mph to get the driver's attention as he was rolling forward into me.

People aren't paying attention to our traffic laws. They're using their phones, eating, or generally distracted.

I live across the street from the Fancher Grade School construction site, where they are going to increase the number of students by a few hundred kids when it reopens. Dekum Street has become a "slow down" sign, and they would try to increase patrols. I haven't seen more patrols.

We have many more people moving here. The police are severely understaffed, our infrastructure is bursting at the seams, many roads are in disrepair, and with all these new people come more cars. We need to start working together.

I expect my city to be proactive, not reactive.

As for drivers, including myself, we need to remember each corner is a legal crosswalk for pedestrians, even if there are no stripes painted on the road.

James Keyes
Design elements avoid costume hazards

Photographer Marcus Murray caught a glimpse of this pumpkin warming up for the busy holiday season.

Add safety to trick or treating plans

Make your Halloween a safe and fun-filled event by developing a safety plan with your children. Consider before trick or treating:

• Determine if your children can go trick or treating without adult supervision. If they are at least 12 years old and mature enough, you may decide they can go out with buddies.
• Plan what to do if they become separated from you, another adult or friends.
• Teach your children to be aware and identify problems and prompt them to seek help. They shouldn’t get distracted and playing games on their mobile phones.

Notice pedestrian safety:
• Walking on sidewalks or the shoulder of the road instead of the middle of the street
• Looking both ways and make sure drivers can see them before crossing
• Crossing streets at intersections or crosswalks – not crossing in the middle of the street or between parked cars
• Carrying a flashlight
• Map out the route they will follow, so you will know where to find them. Set a time when they are expected to return from trick or treating. They should call you before changing their plans.
• Identify businesses and neighbors’ homes along the route they can go to if they encounter someone who makes them uncomfortable.
• Visit only those homes where the porch lights are on.

Wait for you to inspect treats before eating them, and discard any candy that has packaging already opened.

Look for alternative, family-friendly events to celebrate. Some business districts offer trick or treating during the day. (See Page 12 for Oct. 31 festivities.)

Halloween is a positive and memorable experience for kids and families. Talk to your children about safety, come up with creative ways to be seen, go crazy enhancing their outfit. They’ll love the attention!

FEEL BETTER!

STRETCH • MOVE • STRENGTHEN

• Semi-private classes (6 max.)
• Flexible class scheduling
• Concordia neighborhood-based
• Semi-private classes (6 max.)

Enjoy a variety of exercises to keep your workout interesting!

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Cover crops provide green manure

Cover crops, sometimes known as "green manure," are quick growing and planted primarily to keep the soil covered for a short period, often during fall and winter. Then plowed under, they reduce erosion and suppress weeds by providing competition. When the lush green decomposes, it returns large amounts of nutrients and organic matter to the soil. That stabilizes moisture content and improves garden soil texture.

Members of the legume family – crimson clover, Dutch white clover, fava beans, Austrian peas and vetch – return nitrogen to the soil. They host nitrogen-fixing bacteria and extract nitrogen from the air and convert it into a form that can be used by plants.

Other cover crops include rye, buckwheat and oilseed radish. There are also seed mixes that contain various cover crops.

Fall is a great time to plant cover crops. Unless you are growing winter cover crops, you are probably cleaning up and putting your vegetable garden to bed at this time of year. So why not plant some cover crops?

Depending on the variety you choose, they are usually seeded before November. Plant cover crop seeds by broadcasting, check seeding rates for individual varieties. The seeds must be covered by soil and kept evenly moist while germinating. Most cover crops need full sun. Every year at the beginning of October, we plant crimson clover in three raised beds. With a daily light watering, we are rewarded with germination in less than seven days, then lush green grass followed by bright flowers in the spring that attract bees before being turned over.

Fava beans are another excellent cover crop that grows into tall three-foot vigorous plants with beautiful flowers. The deep taproot loosens up those hard clay soils we have here. Oilseed radish have the same beneficial taproot quality of fava beans; however, they are in the cabbage family so you need to consider them in your garden crop rotation schedule. Rye germinates quickly and tolerates harsh conditions. Their dense mat of roots makes them excellent erosion controllers.

Jolie is a Concordia neighborhood resident who offers garden design and consultation services, and teaches workshops about therapeutic horticulture, floral design and seasonal recipes. For more information, visit MissJolieAnnKitchenGarden.blogspot.com and JolieAnnDonohue.com.

Exercise can fight the effects of gravity, aging

A trainer I know refers to the exercises that most of us do as ones that make the "mirror muscles" look good. You know, the tight abs, the great arms and the chiseled legs.

But today I want to talk about a set of muscles that – while no one is going to see the results of your hard work – are nonetheless critical to your well-being. They are, ahem, the pelvic floor muscles. The pelvic floor is a set of muscles, nerves, tendons and ligaments. They attach front and back and side to side forming a hammock that supports the organs in the lower torso: the vagina, rectum, uterus and bladder.

Like all muscles of the body, they need exercise. As the pelvic organs are acted on by gravity and other pressures, they tend to move downward. This can cause changes in continence of, let’s call them, wind, water and earth. The other common causes of a weakened pelvic floor include childbirth, obesity and the common causes of a weakened pelvic floor. Remember to relax the contractions, too. You are re-establishing neural connections that have atrophied and, over time, it will become easier.

An online search will yield good exercises to strengthen these muscles. But here is an easy start. Lie down on your back and tighten the muscles at the very bottom of your torso, between your legs. There are three separate areas to work. Start in the middle – these are the muscles that control the flow of water. Now think of tightening the area in front of that, and then the area to the rear of that. That’s it.

You may find in the beginning it is hard to locate these areas. You’ll recruit muscles from the glutes and abdomen, but keep going. Eventually you’ll be able to isolate just the ones you’re aiming for. Remember to relax the contractions, too. You are re-establishing neural connections that have atrophied and, over time, it will become easier.

Cover crops provide green manure

When the lush green decomposes, it returns large amounts of nutrients and organic matter to the soil.

Gardening Goddess says:

By Jolie Donohue
The Gardening Goddess

Feeling Alive - Write for Us!

Health & Wellness

“Journalism will kill you, but it will keep you alive while you’re at it.”

— Horace Greeley
The question:

The building with a flagpole on the east side of 33rd near Alberta looks kind of out of place for a house, but too residential to have been a commercial building. What’s the story there?

— Bianca Karjalainen, 32nd Avenue

The historian reports:

Good eye. The building in question – 4828 NE 33rd Ave. – is the current home of the Oregon Stamp Society (OSS) but was originally constructed as a fire station, home of Engine Company 34, built in 1928. The station was opened and dedicated Nov. 1, 1928, with Captain Dan Shaw in charge and R. Mitchell as junior captain. Over the years, the station also served the neighborhood as a polling place, toy drop-off during holiday charity drives, and the focus of summer community barbecues and open houses.

During the teens and 1920s, a series of similar small fire stations – that each typically housed just one engine and were known as “three-man stations” – were constructed in the heart of Portland’s residential neighborhoods. They were designed to fit in. Have a look at similar stations at 2200 N.E. 24th Ave. and at Southeast 13th Avenue and Tenino Street which, incidentally were also decommissioned in the late 1950s.

Portland Fire Chief Lee Holden (1925-1927), who was also an amateur architect, designed these stations. Holden’s attention to details – the choice of red brick, the wide and inviting gables and exterior columns, the operating multi-pane casement windows, the interior boxed-beam ceilings and classic interior wood trim – all speak to popular residential design elements of the period.

Much of the original station interior on 33rd Avenue has been remodeled to serve the stamp club, but there are clues to its earlier life

- The original fire station kitchen in the basement, with a bank of lockers to hold firefighters’ food
- The entry and waiting area (including fireplace, mantel and built-in inglenook bench)
- The captain’s office
- The roof dormer, which was once the top end of a tower for drying wet fire hose

Mechanical systems, according to OSS president Eric Hummel, have been replaced several times since the society acquired the building in 1960. The original garage door for the fire engine was on the front right of the station, but a casement window from the south side was put in place when the opening was bricked over in the early 1960s.

The station was functional until August 1959, when fire operations for the area shifted to the new station at 19th and Killingsworth (more on that in a moment), and Engine Company 34 was sent to serve the St. Johns neighborhood.

The closure was the result of a reorganization of the Portland Fire Bureau by city commissioner Stanley W. Earl and a $3 million bond measure passed by voters in 1957 to build seven new stations across the city.

The OSS purchased the decommissioned building in 1960 for $13,500. Reportedly, a church was vying to acquire the building as well.

We’re Listening...

...So tell us what YOU want to read about in Concordia News!

Visit www.ConcordiaPDX.org to complete our READER SURVEY.
**Bike the Levees**

**October 9**

Learn about Portland's levee system and how to make your home flood-safe.

**Location:** 2300 NW Thurman St.

**Details:** Free, all ages, helmets required; pre-registration recommended.

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**Community Energy Project**

**October 10**

Learn how to make your home more comfortable and energy-efficient. Qualify for up to $500 for a small project that may involve exposure to lead paint, small construction project in an older home.

**Location:** Community Energy Project, 2900 NE Stark St., Suite A

**Details:** Free, register at columbiaslough.org/events/event/356/.

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**Race Talks**

**October 11**

Join Concordia University George W. History & Donna Maxey.

**Location:** Rehabilitation Community

**Details:** Free, register at racetalks.pdx.edu/

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**Ties That Bind**

**October 15**

Explore the largest wildlife area within a city limits in the U.S. Autumn is a perfect time to look and listen for the great horned owls (& bats, deer & beavers).

**Location:** Columbia Slough

**Details:** Free, register at www.columbiaslough.org/events/event/129/.

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**Trick or Treat Alberta Street**

**October 31**

The fifth annual event provides costumed kids the opportunity for fun, safe trick or treating at about 50 local businesses that display Trick or Treat Alberta Street posters. The first 500 young, costumed trick or treaters at Green Bean Books, 1600 NE Alberta St., receive a limited-edition trick or treat bag.

**Details:** Albertamainst.org/whats-happening/trick-or-treat-alberta-street, 503.683.3552.

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**Live Wire Radio**

**October 31**

**Details:** Phoebe Robinson & Bill Oakley Blind Pilot

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**Taste Like Freedom: The Story of Camp Blue Spruce**

**November 2**

A documentary film screening.

**Details:** Portland Film Festival.

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**Night Flight’s A Halloween Circus**

**November 4**

**Details:** Portland International Night Market.

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**November 6**

**Details:** Portland Pride.

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**November 8**

**Details:** Portland Young Professionals at Work.

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**November 11**

**Details:** PDX Jam.

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**November 19**

**Details:** Portland Beer Week.

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**November 25**

**Details:** Portland Foodie Festival.

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**November 26**

**Details:** Portland Soul Food Festival.

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**November 27**

**Details:** Portland Winterhawks.

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**November 28**

**Details:** Portland St. John’s Festival.

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**November 29**

**Details:** Portland Renaissance Festival.

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**November 30**

**Details:** Portland Buena Vista Fall Festival.

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**December 1**

**Details:** Portland Holiday Market.

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**December 2**

**Details:** Portland Winter Wine Festival.