

SMILE GENERAL PUBLIC MEETING
WEDNESDAY, DECEMBER 5, 2012
SMILE Station

www.SellwoodMoreland.org <<>> www.SMILerecords.org

Officers and Directors present: President Mat Millenbach, Treasurer Pat Hainley, Secretary Eric Norberg; and Directors Gerri Sue Lent, Michael Hayes, Bradley Heintz, and Ellen Burr.

President Mat Millenbach called the meeting to order at 7:34 pm, and began by requesting that all those present introduce themselves in turn. He next asked for short announcements; Michael Hayes announced a "work party" along the "Springwater Trail Gap" in Sellwood on January 20, 10 am, meeting at S.E. 8th at the railroad tracks; the city will provide tools. Jennifer Koozer of TriMet said that traffic will be complicated this weekend in the vicinity of Tacoma Street and McLoughlin as massive girders will be brought in and installed for the MAX flyover ramp at that location. Info placed at back of room.

Mat Millenbach announced that the Moreland Presbyterian Church ad-hoc Homeless Shelter Oversight Committee has ten members, and "it seems to be going well". The church's "guest program" is ready -- just waiting for the first referral from JOIN.

Bradley Heintz then went to an easel and presented to the audience the SMILE "general rules of courtesy" for the meeting.

President Millenbach observed the presence of a quorum, and asked those present to review the minutes of the October and the November SMILE General Public Meetings. No corrections or additions were offered for either set, so Pat Hainley made a motion that both sets of minutes be accepted as presented; Gerri Sue Lent seconded; the motion carried without objection.

Matt Clark of the Johnson Creek Watershed Council was present to report on the plans for the "Tacoma Station Enhancement Project" at the forthcoming light rail station area at Tacoma Street. Community dialogues about it began in 2010. The station will be sited in the Johnson Creek flood plain, and habitat improvement to Johnson Creek in that area is part of the plan.

An interpretive boardwalk, 150 feet in length, from the station to an overlook of Johnson Creek, is now central to the JCWC plan. "We are at 60% design; the boardwalk cost is entirely the responsibility of JCWC and members of the community -- about \$350,000." Clark said that Oregon Worsteds is interested in "naming rights" ("Roy Bishop Boardwalk"). There is also a funding option for private individuals and local businesses --

with donors to be recognized by having their names engraved on the railings.

Attendee Brenda Ray Scott expressed concerns about SMILE endorsing this funding plan, and asked SMILE not to sign a proposed JCWC letter advocating it -- even though "I love your project". However, SMILE Board member Gerri Sue Lent endorsed the project, and said she would vote in favor of SMILE signing such a letter. President Millenbach said the Board will discuss this further at the Board meeting on December 19th.

Millenbach then introduced the next agenda item -- the "Whole Systems Counseling" controversy. Robin Springer, the apparent leader in protesting its presence in Westmoreland, indicated she learned of this counseling center for convicted sex offenders referred by Multnomah County "a couple of weeks ago", and in checking found it was in compliance with all laws and regulations. She said she feels that the laws and regulations should be changed to prevent such a community location for this type of facility. Springer added that this clinic "will be out by December 31st", but the "inappropriate" placement of the clinic still concerns her. She said she and Shannon Quimby are circulating a petition seeking to block in-community placement of such facilities. Shannon, standing by Springer, added the thought that such facilities "should not go into any neighborhood". The group has a Facebook page.

Millenbach expressed sympathy with the siting and notification concerns that had just been articulated, but said he feels this should be made a broader issue -- and such community action should concern post-prison facilities of any sort. Springer said she opposes broadening the petition effort in that way.

Quimby added, "We support the facility 100% -- that's not the issue. The issue is where they are located." She said she had tried to find landlords in other areas which she feels to be appropriate for the facility, to which the clinic might move. She did not say if she found any of them receptive, or in what areas she was inquiring. An audience member pointed out that HIPA regulations require privacy, and changes to applicable rules would have to take place no lower than at the state level, as a result.

The owner and operator of the counseling center, verbally identified as "Jenine" (she did not sign the attendance sheet), was present, and referred to the licensing requirements an audience member had just mentioned. She outlined steps being taken to move out by the end of the month. Of the clients referred to her, she said no clients were referred who could not be in the sort of near-the-schools location involved here.

Next to appear before the meeting was Mike Pullen, Multnomah County spokesman, who was present to update SMILE on the

Sellwood Bridge project. We should expect a seven-day closure of the current bridge for the turning of the bridge onto the new temporary piers -- it will move 33 feet north at the east end, and 66 feet north at the west end, being slid by hydraulic jacks on rails extending from the bridge's current piers to the new temporary piers just installed in the river.

Pullen said shoring work is being done now on the west side -- going down to bedrock (which was not done when the bridge was built in 1925). Modifications to the Sellwood Harbor condominiums are now being made; four units have been bought and removed. At the north side of the bridge, at the Riverpark Townhouses, the county bought two, and has removed one. (The second one is empty now, but will eventually be refinished and resold, when the new bridge is completed.)

A traffic signal is in the works for S.E. 6th and Tacoma; there is public interest in getting it installed as soon as possible, and it may be installed "sooner rather than later". Work bridges for new bridge's construction are being built now.

The current plan is to close the Sellwood Bridge on Thursday, January 10 -- but if it is not quite ready yet, the date would move forward one week to Thursday, January 17. The actual move of the bridge would take place on the following Saturday -- with that work done by the end of Sunday. The additional days of closure would allow finishing work and testing of the new ramps. The part being moved is the 1,100-foot truss span; it is in reasonably good shape, and the concern is not that the bridge could fall into the river, but that it could be bent or twisted a little in the move -- and care will be taken to prevent that.

Pullen added that there is now a 25-mile-per-hour speed limit from Taylor's Ferry to a half mile south of the bridge on Highway 43; there is enforcement taking place in that area, and tickets are expensive -- so watch your speed and read the signs.

Pullen said that, "design-wise, planning is almost done" for the bridge. He said he would return in January to show the final version of the new bridge's design. The Citizens Advisory Committee is to meet one final time in January to see the final design (if the committee wishes, it can continue, but Mike does not expect that they will). He answered several questions from the audience about details of the project.

Joe Bradford, a local developer, was present to discuss his apartment building proposal for S.E. 23rd between Tacoma and Tenino Streets (the subject of the SMILE Special Board Meeting in November). He reported on changes made recently in the project -- which involves a four-story building, its height reduced from 45 to 40 feet recently. The building meets code, and the details were finalized after input from the community.

There will be 68 units, 23 of them two-bedroom, with 45 on-site parking spaces, bicycle parking too, and a loading zone. Parking and loading is in the rear. He is keeping as many trees on the site as possible. It will have elevators and "actual apartments -- the smallest unit will be 600 square feet". Bradford pointed out the superiority of the design over the four-story apartment house with no on-site parking, no loading zone, studio apartments, and no elevator, proposed for the empty lot on Tacoma Street just east of the new 7-Eleven Store.

Ellen Burr explained the process involved, from a Land Use perspective. Bradford and his architect answered audience questions. Some concern was expressed that there would be 25 more apartments than parking places on-site; where would the other tenants park? He feels its proximity to the MAX station would attract some residents who do not own cars.

Bradford answered a question by Michael Hayes explaining the "density transfer" which allowed him to increase the development to 68 units. Hayes made favorable comments about the project, and added that its execution would determine if the project turns out to be an asset to the neighborhood. Ellen Burr expressed reservations about the project based upon traffic flow.

There being no other business, on the agenda or offered by those present, President Mat Millenbach announced the meeting as adjourned at 9:21 pm.