SMILE GENERAL PUBLIC MEETING
WEDNESDAY, NOVEMBER 5, 2014
SMILE Station

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OFFICERS PRESENT: President Gail Hoffnagle; Treasurer Pat Hainley; Secretary Eric Norberg
BOARD MEMBERS PRESENT: Ellen Burr, Nancy Walsh, Nanci Champlin, Miriam Erb, Corinne Stefanick, Brian Posewitz, Bob Burkholder

President Gail Hoffnagle called the meeting to order at 7:30 pm, asking for introductions around the room. She next asked for a review of the minutes of the October 1 General Meeting. With no corrections or omissions offered, Rodney Pfleiger moved that the minutes be accepted as presented, and Miriam Erb seconded the motion, which then carried with apparent unanimity.

First on the agenda was Kim Calame, a Portland Parks employee associated with the Sellwood Community Center, who was present at the request of President Hoffnagle to report to the community on the progress of the ten-year sponsorship of Sellwood Park by Columbia Sportswear, to the tune of $100,000 per year. This annual grant is earmarked for enhanced maintenance and improvements (specifically excluding routine maintenance by Parks employees and routine facilities improvements which would have happened anyway). She said Columbia likes the idea of fixing the tennis courts near the pool house -- and she invited input on park improvements from SMILE members. Perhaps the tennis court needing repair could be converted into a whiffleball court? Footsal court? Or perhaps the courts should be covered to permit all-weather use? She passed out a printed poll to solicit community suggestions.

Sellwood Community Center has been closed for the last day or two, and Calame was asked about it. "Our program is thriving; we are one of the most affluent Community Centers, and are in the best net position of any of the Centers. Yesterday, a pipe busted, so we are closed for a couple of days. We will be open after a sewer repair." But she added that the kids at the Center seem excited to use a PortaPotty.

Mark Wilde was present to describe his proposed apartment development at 1636 S.E. Harold Street. It is to be a 14-unit building (code would allow up to 18, but this will only be 14), and two stories in height, for a total of about 10,000 square feet. Garbage collection will be from the rear of the property on the alley, as is already done for a condominium development one block north. He showed drawings of the proposed building, with two entrances -- the ADA entrance will be from the alley in

the rear. It will consist of studio and one-bedroom apartments; rent is expected to run $1,100-1,200 per month. Each unit will be 450-550 square feet, and there will be no on-site parking. In response to a question, he said the City of Portland has determined that the water and sewer infrastructure will not be strained by this development, or the other one previously announced for the northeast corner of Harold and Milwaukie Avenue. In response to a question about possibly having fewer units, Wilde said that the city requires a minimum of 12 units on any development on this lot. The roof will be pitched, rather than flat -- also required by the city. The neighbors said they would prefer a flatter roof to lower the building profile, and Wilde said he would too, but the city will not allow it. He added he would convey the neighbors' preference to the city, however.

A neighbor suggested "breaking up the flat glass look of the first floor". Wilde said he appreciated the constructive idea. The neighbors will be contacted before construction starts, likely in 90 to 120 days. The first step will be removing the decaying and ramshackle house now on the property. A question was raised about solar power; panels can be installed on the rear roof. Wilde said he was interested in further ideas about "privacy plantings" as part of the landscaping.

Bayard Mentrum was next to appear -- to discuss an apartment development he plans for the northeast corner of S.E. 18th and Insley Street. This would be an 18-unit, 3-story apartment house, no more than thirty feet high. There would be 600-square-foot units, each one-bedroom, with bike storage, and patios off the east side. He will remove the enormous tulip tree currently on the front of the property on the Insley side, but he will replace it with more trees at the perimeter of the building. He showed architectural drawings from various angles. There will be no parking on-site. An east-side neighbor is concerned about privacy; there will be a fence and trees on the east side. The neighbors will be informed of demolition of the house now on the lot, and lead paint and asbestos removal protocols will be followed.

Next on the agenda was Jennifer Koozer of TriMet, who is also a Sellwood resident. She was present to reveal TriMet's final proposed bus service changes when the MAX light rail service starts on September 12, 2015. Buses 31-32-33 will be eliminated north of the City of Milwaukie, thus terminating three of the four buses with service to downtown for north Westmoreland -- and the fourth, Bus 19, will still go downtown over the Ross Island Bridge, rather than the new transit bridge, and thus will remain very slow reaching downtown (or returning from it) in commute hours. Some additional weekend service will be added on Bus 19, however.

On a brigher note, Sellwood is to see a limited return of bus service downtown over the new Sellwood Bridge when it is finished; Express Bus 99 will still go up McLoughlin to the new Tacoma Street Station -- and then will turn west and travel Tacoma Street, with three stops -- most likely at 17th, 13th, and one more location between 13th and the bridge. The drawback is that service is limited to weekday commute times only, although Bus 99 will travel in both directions. It may need an interim route until the new Sellwood Bridge is completed.

Teresa Pucik said that at least one of the three buses being discontinued for north Westmoreland -- 31, 32, or 33 -- should be retained for direct downtown service. "They are gone," said Jennifer, "but Sellwood gets Bus 99." Teresa pointed out that Tacoma Street is over two miles away from north Westmoreland.

Next to speak was Winston Sandino of PBOT, present by request to report on the 19th Avenue bike boulevard project. Sandino is the project manager. Speed bumps will be installed fairly close together to keep motorist speed to 20 MPH -- and the result will be monitored to see if further speed bumps are necessary. A city maintenance crew will install, but they have been delayed by the need to install ADA corner ramps elsewhere. However they should get started in the spring. Teresa Pucik pointed out that BES maps show that much of this route will be torn up for sewer replacement; Sandino said he is coordinating with BES and will probably install speed bumps in affected areas after the sewer work is done there. A pedestrian flashing signal will be installed at Tacoma and 19th; another will be installed at Bybee and 19th, when funds for it become available.

A woman present said that cars constantly blow the stop sign at 19th and Spokane Street: "We need more visible markings; people park right to the corner, reducing visibility." There is the same visibility problem at 19th and Tacoma, she said. Brian Posewitz responded that crosswalks are to be installed on both sides of 19th at Tacoma Street, which will push parking away from the corners. He suggested calling 503/684-SAFE about the problem she described at 19th and Spokane.

Mike Pucik, who identified himself as a former bicyle rider, said that he does not believe bicycle riders will like speed bumps, and that traffic circles would be more effective, and also more asethetic, than speed bumps. He finds the bicycle boulevard plan "horrible". His sister Teresa supported his view. Jennifer Koozer, who commented that she is -- like Mike -- a TriMet employee, said she lives near 19th and likes the bike boulevard plan.

A woman present said she likes the traffic circle idea, but Sandino explained that they are very expensive, since they require the city to buy corner sections from property owners at intersections in order to build them.

Brian Posewitz pointed out that since all the stop signs along 19th are to be flipped to an east-west orientation, the city and some on his SMILE Transportation Committee consider the speed bumps essential to prevent cut-through motorists from driving 19th at considerably more than 20 MPH. He added that he, himself, has taken no position on this "great debate", however.

Brian went on to ask just how bicycle riders are to get safely across S.E. Milwaukie Avenue at Mitchell Street, going to and from the Springwater Trail trailhead just south of McLoughlin. Sandino showed two options being considered to accommodate that. He agreed that this is a dangerous crossing, and these two options are intended to address the safety issue.

Other details of the bike boulevard on S.E. 19th were discussed during the subsequent question-and-answer period.

Eileen Fitzsimons eventually moved that the meeting be adjourned, and Ellen Burr seconded the motion, which then carried unanimously at 9:15 pm.