



Valley Progression”. Both plans offer “clear visibility throughout the site”. Following the presentation, an extensive period of audience Q-and-A followed. One resident said he believed night lighting was needed on the Springwater Trail for safety and security. He went on to assume that other such long urban trails must exist somewhere in the country, and that those must have night lighting, and thus he claimed that Portland’s failure to light the Springwater Trail must be a violation of Title 6 of the U.S. Civil Rights Act. President Hoffnagle asked him to research his assumptions, and the details of the Act, for SMILE.

Champlin and Milner then introduced George Lozovoy, Landscape Manager with Portland Parks and Recreation, to explain PP&R’s current plans to finish and pave the trail between Umatilla and 13<sup>th</sup>. He showed elaborate and detailed plans and diagrams for all the parcels along this section of the “Sellwood Gap”. Lozovoy finished by presenting the time line for the project’s completion – with the actual construction work expected to start in March of 2016, and conclude in August of that year. If the weather is mild next winter, it could be done sooner, he added, since the work is weather-dependent.

At this point, President Hoffnagle asked those present to review the minutes of the February General Meeting and consider them for approval. Brian Posewitz moved that the minutes be accepted as presented, and Bob Burkholder seconded the motion, which then carried without objection. The March meeting minutes still remained for consideration and approval, and Hoffnagle remarked that that would be done prior to adjournment.

Richard Brooks, architect, was invited forward to present his scheduled discussion about owner Ben McGuinness’ plans to develop a 15-unit, 3-story apartment house on a 50x100 residential lot he had purchased at 5624 S.E. 22<sup>nd</sup> Avenue in Westmoreland. The property is zoned RH for high density, but the owner does not plan to take full advantage of all that this zoning would allow him, said Brooks – in order better to blend in with the private homes surrounding the planned project.

The apartments will be mostly one-bedroom units, at about 500 square feet, with a few studio apartments at 390 square feet, and a couple of two-bedroom units at 700 square feet. It will be “walk-up style”, without elevators; wood frame construction, with ten-foot setbacks from the property lines; it will have both covered and uncovered bike parking; and with security cameras focused on the bike parking areas. There will be no on-site automobile parking. The owner’s hope is to give the building a “Northwest look”, to better “fit in” there. The rent amounts are to be determined. There will be some sound-treatment in the walls to reduce noise from nearby McLoughlin Boulevard, and some air filtration may be added to reduce pollutants in the units from McLoughlin, and the Brooklyn Trainyard just beyond it. Brooks ended by answering questions from the floor.

President Hoffnagle then asked those in the room to consider the March General Public Meeting minutes. No corrections or amendments were offered to those minutes either, so Miriam Erb moved they be accepted as presented, and Nanci Champlin seconded the motion, which carried without objection.

President Gail Hoffnagle then pronounced the meeting adjourned, at 9:07 pm.