

SMILE General Public Meeting minutes

December 7, 2016

SMILE Station

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Procedural

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OFFICERS PRESENT: Corinne Stefanick, President; Gail Hoffnagle, Vice President; Pat Hainley, Treasurer; Eric Norberg, Secretary

BOARD MEMBERS PRESENT: Joel Lieb; Elaine O’Keefe; Miriam Erb; Elizabeth Milner; Bob Burkholder; Timothy DuBois

President Corinne Stefanick called the meeting to order at 7:32 p.m., and verified the presence of a quorum, although not all present had signed the attendance sheets (including some Board members and two of the four officers). With a quorum present, she asked that the minutes of the November 2 General Meeting be reviewed. The Board requested that the full name of one of the speakers at the meeting be substituted for a first initial in the minutes; Ed Nunez then moved that the minutes be approved as amended, and Elaine O’Keefe seconded the motion. The motion carried unanimously.

First on the agenda was Alan Bates of “ReachNow Car Share”, a new commercial car-sharing enterprise which started this year in Seattle, and is now entering Portland as its second market. He said he was appearing at various neighborhood association meetings at PBOT’s request. The new business has a similar business model as “Car To Go” but, he said, is quicker and easier to sign up for – and has a greater range of available vehicles, including some larger ones. He said “Car To Go” had discontinued electric car models, but his company still offers them. There are 360 of their cars in Portland currently, and he expects 10-15 cars to be available, on average, in Sellwood and Westmoreland.

Next to present, appearing by request, was “350 PDX”, a nonprofit organization concerned with “global warming caused by fossil fuel use”. Although by its own account, and as shown in a slide show that ran continuously during the presentation, it engages in obstructive demonstrations at City Hall and elsewhere, it is a nonpartisan organization, assured the spokesperson who was first to speak, Anais Tuepker, a Brooklyn resident. Joining her in presenting was Mark McCloud, a Board member of the organization, who read prepared remarks, and then submitted his presentation notes for inclusion in these minutes – where they appear, by reference. McCloud asked those present to join his organization, and attend the next meeting, at a location did not to disclose publicly, although he invited personal contact to learn where it will be.

Bob Burkholder arose for a brief report on the series of presentations he and Gail Hoffnagle have been presenting in the neighborhood on disaster preparation, including how to survive a major earthquake. 55 blocks have been covered in the neighborhood, so far, in the two-presentation series. Plans are afoot for an open house at SMILE Station on this subject, at a date to be determined early next year. Although the focus has been on homeowners, an

outreach is increasing to residents of apartments now, particularly in view of how many more apartments there are in the neighborhood than there were until recently.

David Schoellhamer, Chair of the SMILE Land Use Committee, was called upon next. He observed that the pace of development here is very active; construction of 1,247 new apartment units is in progress at present. The City of Portland is poised to apply a rule to require that developers of apartment structures of over 20 units must provide “affordable housing” as part of the project – a rule expected to become effective in February; so developers are now rushing to get started on projects to be grandfathered before that date. SMILE has been concerned with a process that may be part of this rule, by which the “affordable” units might be transferable to the same developer’s projects elsewhere, which could leave Sellwood and Westmoreland with a paucity of “affordable apartments” in new developments here. The city seems poised to include in the rule a provision that “affordable units”, or buildings containing any, may be excluded from any requirement for on-site parking. On a brighter note, the city has approved the design overlay on mixed-use buildings here, as SMILE had requested. Schoellhamer concluded by giving the latest information on Portland’s Residential Infill Project.

William Henderson, of the SMILE Transportation Committee, followed. He focused his report on the long-hoped-for “Reedway Crossing” for bikes and pedestrians on the Reedway Street alignment, to cross McLoughlin Boulevard, the MAX line, and the Union Pacific railroad tracks, to provide access between 23rd and 28th. TriMet’s indefinite postponement of a Harold Street MAX station put the idea on a back burner, but it has been revived and prioritized in the city’s Comprehensive Plan process, as a way of resolving “one of the worst bike and pedestrian issues in the city”, between Bybee and Holgate Boulevards. His report was illustrated with a PowerPoint presentation, showing maps and the points made.

There being no other business on the agenda or offered from the floor, Tim DuBois moved that the meeting be adjourned, and David Schoellhamer seconded the motion, which carried with evident unanimity at 9:03 p.m.