

**Northeast Coalition of Neighborhoods  
Land Use and Transportation Committee  
Wednesday, June 26<sup>th</sup>, 2013, 7:00pm  
Northeast Coalition of Neighborhoods Office, 4815 NE 7<sup>th</sup> Ave., Portland, OR**

**MINUTES**

**Present**

David Sweet, Sabin/Co-chair  
George Bruender, Concordia/Co-chair  
Carol Gossett, Sullivan's Gulch  
Steve Cole, Irvington  
Ron Laster, Grant Park  
Paul Anthony, Humboldt  
Jim Brown, Alameda  
Anjala Ehelebe, Woodlawn  
Ed Abrahamson, Irvington/At-Large  
Don Goldberg, Trust For Public Land  
Garlynn Woodsong, Concordia  
Charley Davis, City of Portland Urban Forestry  
Autumn Montegna, City of Portland Urban Forestry  
Debbie Bischoff, Bureau of Planning and Sustainability  
Benjamin Adrian, NECN Staff

**Introductions**

Rearrange agenda to let Ron Laster go first with the Knott speed reduction proposal.

**May minutes**

No additions or clarifications. Anjala abstains as she missed the May meeting.

**NE Knott speed limit reduction, Ron Laster, Grant Park neighborhood.**

A neighbor had brought this proposal to Grant Park Neighborhood Association. Knott has limited traffic controls between 15<sup>th</sup> and 33<sup>rd</sup>. In this stretch, Knott is residential as are the surrounding streets. Once you go further east past 33<sup>rd</sup>, the speed limit is 25mph, however, to the west, it is higher.

Suggested to bring this idea to PBOT. PBOT suggested getting signatures from neighbors to indicate support for the proposal. This was done, and Ron has brought a letter from Grant Park, which signed onto the proposal from the neighbors.

Is there commercial development along Knott? Only west of NE 7<sup>th</sup>.

Jim speaks to Knott Street in Alameda, where he sees some need for speed reduction. Steve from Irvington, lives near Knott, and agrees that the speeds are excessive in the area.

What is the street classification of Knott, does it change at 33<sup>rd</sup>?

Do people see other streets as opportunities to reduce speeds? Fremont, Prescott mentioned.

Debbie suggests adding an article to neighborhood newsletters to target likely road users and point out the concern with speeding.

**David moves to recommend to the NECN Board to support Grant Park's letter seeking a speed limit reduction by sending a letter to PBOT.**

Garlynn asks about other strategies such as better design, for instance curb extensions or speed bumps mentioned. Enforcement can work but has shortcomings.

PBOT does have pedestrian safety programs including crosswalk enforcement action as well as other education initiatives.

**All approved, none opposed, no abstentions.**

Benjamin will draft a brief letter based on the conversation and bring to the NECN Board for approval.

**Colwood Golf Course redevelopment project, Don Goldberg, Trust for Public Land**

Don introduces himself and explains the history of the Colwood site. Long held by current owners as a golf course. In 2008, the owners approached Trust Public Land asking about development possibilities. The site is 138 acres, first proposal had 22 acres of conservation land and 116 acres would be converted to industrial. Community, including neighborhood associations and environmental groups, opposed this. City Staff did support it however. At the hearing, the officer found that open space was very significant. This went to City Council for a decision, which voted unanimously against it.

Since then, owners of the golf course have invested in renovating the buildings and amenities of the golf course. More recently, Don approached the owners again.

The Cully neighborhood is park deficient. The City of Portland is recognized as a national leader for access to parks, but the Cully neighborhood bucks this trend.

Trust for Public Lands is a national nonprofit to bring more parks to urban areas. In discussion with the Colwood site owners, Don was able to move forward with a more balanced approach for redevelopment.

The proximity to the airport is also a significant safety consideration for the land. PDX Airport has a high number of bird strikes, which are dangerous.

Don mentions the improvements and general overview of park plans.

Hearing was two weeks ago, and had a two week public comment period, so just closed. Some elements of the plan are still being hashed out between the owners, TPL and City staff.

This proposal has wide-spread support from Cully neighborhood association and other community groups. George reiterates that he has spoken out to many groups opposed in 2008 that have all come to support this new proposal now.

The industrial site will be sold directly from the current owner, not through Trust for Public Land. Not clear who the buyer will be at this point.

Will this type of project be used as a template for other sites? Don says people are suggesting as much, but he doesn't see it that way. This particular site had many characteristics that wouldn't be replicated elsewhere, so it is not designed as a template for future actions.

Don also explains the role Trust for Public Land will play, they are a principal buyer, but the goal for TPL is always to hand over land to public agencies.

### **Urban Forestry, Autumn Montegna, Portland Parks and Recreation**

Autumn introduces herself and the Urban Forestry Department. The department regulates publically owned trees, plus select privately owned trees. All designated Heritage trees for instance. Urban Forestry operations include responding to emergency calls for fallen trees, park tree maintenance and Elm tree inoculations.

There is an Urban Forestry Commission, which meets monthly (3<sup>rd</sup> Thursday of the month at 7:30am). The Commission is appointed by the Mayor to advise and advocate on Urban Forest issues.

Autumn says there are 236,000 street trees in Portland, and 1.2 million park trees. Portland's tree canopy is estimated to be worth 5 billion dollars. There are many benefits to tree canopy, aesthetic, property values, shade, etc.

Trees in the right-of-way, including the planting strip (section between the curb and the sidewalk) are public assets with adjacent property owners responsible for maintenance.

What can you do? You need a permit to do anything to trees in the planting strip- to plant, prune or remove, you need a permit. Heritage trees require permit when on private property. Urban Forestry does provide free tree inspections for street trees.

Neighborhoods apply for the tree inventory project. Typically takes three work days, which the neighborhood needs to supply volunteers for. The Concordia Neighborhood Association participated in a tree inventory and had significant interest from the neighborhood. The data collected from the inventory is tabulated into a database and available for GIS (mapping) purposes.

Are property owners responsible for the trees in the planting strip? Yes, for both sidewalks and tree maintenance. There is a support program for low income persons to receive up to \$750 to assist with tree maintenance.

Trees blocking traffic control devices? Call these in, but Urban Forestry does have a team work on these issues during the summer months.

Various points when private property trees require permits- if a lot is not fully developed, there are restrictions, corner lots, other situations.

Do you have a tree planting program? Up to the neighborhood and property owners. Friends of Trees is a resource for planting too.

Are there guidelines for what trees to plant? What works best? Not strict guidelines, but there are recommended species. There are also bad trees that overtake a space.

### **Comprehensive Plan Update, Debbie Bischoff**

Debbie thanks NECN staff and our land use volunteers for the excellent turnout and assistance with the NE District Mapping Conversations. The results and comments are being compiled currently. Debbie says good feedback was received on connections, and expanding the ideas and concepts suggested by BPS staff.

Looking forward to this fall with more public open houses on the Comp Plan map. Feedback from these early sessions is being incorporated for the fall workshops.

BPS is identifying split zone properties and working on nonconforming use map. These maps are being put into a computer program to have the ability to display various layers of information and help evaluate various situations. This should help illustrate how different concepts work together, or have potential problems.

Feedback from the LUTC is positive towards the mapping conversations. Jim reports he has been talking to his neighbors and recognizes the challenge to engaging the Comprehensive Plan with the general public as opposed to Land Use representatives.

Debbie reports NE District was well populated at these, and did well compared to other districts in the City.

### **Summer LUTC meeting schedule?**

Is there interest in meeting over the summer? Around the table, people seem more interested in July than August. If a pressing issue were to arise, LUTC would be interested in meeting. Last summer, we didn't plan to meet, but the coal export issue came up, so we held a joint meeting with SALT in August. If needed, we could do this again.

Paul moves to accept Garlynn as an At-Large member of the LUTC. Seconded by Steve and approved unanimously.

### **LUTC Elections**

David is moving to Cully, so is stepping down. George has decided to step down from the co-chair role as well.

David reports the co-chairs and staff discussed the leadership positions and identified Carol Gossett and Ed Abrahamson as nominees to be co-chairs.

**David moves to nominate Carol and Ed as co-chairs of the LUTC. Steve seconds.**

George mentions the co-chair roles are informal, not set in stone what each person does.

**Carol and Ed are approved unanimously to be co-chairs of the committee.**

### **Neighborhood Announcements**

Trimet layover site in Woodlawn has been moved, but some buses are still stopping there. The new stop is not far away, split between site near Par Lumber and Jack in the Box on NE Winchell.

The reason for the changing layover stops was cost savings, but now Trimet is saying they will spend more money to purchase a lot to improve the layover facility and move it away from residential uses.

Interest in PBOT representative from NE District mapping conversation on Transportation System Plan and improvements to NE roadways, could a PBOT rep come in July? To LUTC?

Public awareness of Bureau's announcements? Carol mentions work on NE Multnomah Street, happening right now, which was not very well publicized to neighbors. This could be more than one PBOT person, capital improvements as well as public notification to neighbors, NAs and coalitions. Dan Anderson is suggested.

Meeting adjourned at 9:00pm.