

## **Land Use and Sustainability Meeting – 3/15/10- DRAFT**

Committee Members Present: Linda Nettekoven (HAND), , Doug Klotz (Richmond), Paul Loney (Sunnyside), Stephen Cooper (Foster-Powell), Lew Scholl (Montavilla), Nellie Korn (Creston-Kenilworth), April Burris (N. Tabor/Board), Bob Progulske (S. Tabor),

Guests: Jim Hanna, Kathryn Notson, Roy Hartley, Laura Vail, Kina Voelz, MaryAnn Schwab, Jennifer Koozer

Staff: Tim O’Neal

### **Powell Boulevard Streetscape Project**

Doug Klotz, Land Use Chair for the Richmond Neighborhood Association, speaking as a concerned citizen (not representing his neighborhood association), gave a presentation about the Powell Streetscape project. Jim Hanna, a local business owner with property on Powell Blvd., circulated a petition among neighborhood associations, businesses and other organizations to support his proposal that the Oregon Department of Transportation (ODOT) improve the medians along the boulevard while they are repaving Powell. The SE Uplift board voted to sign Hanna’s petition to support improving the medians.

Hanna’s proposal was to remove the medians and replace them with permeable pavers that are easier to maintain and would improve safety. At the time of the petition Hanna’s proposal stated that the mature trees along the median would remain. ODOT determined that the trees would not survive the removal of the medians and it’s not clear whether ODOT’s safety regulations would allow replacing the trees.

Doug Klotz’s concern is that the SE Uplift board is supporting a project that might result in the removal of 70 mature trees. He also feels that, while there should be better maintenance of the medians, Hanna’s particular proposal would not impact pedestrian safety.

Paul Loney pointed out that the SE Uplift board supported Hanna’s petition before the information about the trees was available. Doug added that the Foster-Powell and South Tabor Neighborhood Associations did the same.

Lew Scholl asked Doug what the reason was for the permeable pavers. Doug replied that it was to keep down weeds.

Paul said that Jim didn’t feel like the City of Portland’s cost figure was accurate so he got his own estimate. Jim feels that these improvements could be made alongside the repaving in order to reduce costs.

April Burris pointed out that along some stretches the medians have flowers, not just weeds.

Mary Ann Schwab said that Jim had a conflict with this meeting so she was there to help represent his intentions. She said she had worked with Jim to help him get his project before the SE Uplift board of directors because he was having trouble doing so. Mary Ann said that ODOT shifted maintenance of the medians to the City but PBOT was keeping up with the maintenance. She said that there is no way to calculate near misses that pedestrians experience. She pointed out the Jim's proposal did not mention removing trees. ODOT added that requirement. She reiterated that Jim feels strongly that this work should be done in conjunction with the repaving project.

Paul added that Jim feels his project would stimulate property along Powell.

Nellie Korn said that she would like to advocate that ODOT vacate Powell Blvd. once the paving project is complete.

Bob Progulske moved that the SE Uplift board re-evaluate it's support for Jim Hanna's proposal based on new information regarding removal of mature trees.

Linda Nettekoven seconded the motion.

Passed unanimously

#### Portland to Milwaukie Light Rail Update – Trimet

Jennifer Koozer from Trimet and Art Pierce from the Portland Bureau of Transportation gave a short update on the MAX project. They passed out the Conceptual Design Report Public Discussion Draft. The project is at the 30% design point. They are applying for Federal funds for full construction.

They are asking for feedback on the design report to take to City Council on May 12<sup>th</sup>. They are also visiting neighborhood associations for feedback.

Paul Loney asked where the Brooklyn neighborhood stop was going to be. Jennifer said there would be a station at OMSI, then the line would parallel existing freight tracks to a station at 12<sup>th</sup> and Clinton. After crossing Powell there will be stations at 17<sup>th</sup> and Rhine and 17<sup>th</sup> and Holgate. Union Pacific has consolidated train and truck activity into the Brooklyn Yard facility, which has increased truck traffic in the area. They will begin to use Harold and McGloughlin for entrance into the yard to reduce conflicts with traffic and light rail. There will be stairs and an elevator at the Bybee stop.

Paul asked about safety on Bybee. Jennifer replied that there will be clear sight lines, people will be able to wait for their train above the station platform and the platform will be a fare only zone.

Paul asked if any of the stops would require a fence like the one recently installed on 82<sup>nd</sup> Avenue. Jennifer said there are no plans for other fences.

April Burriss said she is concerned that expanding MAX will result in eliminating more important bus lines. Jennifer said that bus cuts are unrelated to light rail expansion. If redundant bus lines are cut that service will be reapplied to additional feeder lines to MAX. April asked if there are any plans to cut lines in outer southeast. Jennifer said the MAX will not open for 5 years so she can't predict frequency of bus lines that far out. That level of detail won't come for another two years. Art Pierce said that issue is on their list of items to explore further.

Mary Ann Schwab said that Trimet should be at the table on school redesign issues.

Bob asked how much more funding is needed. Jennifer replied that they're confident they will get federal funds but there is still a \$16 million local funding gap. Art said BPS and Trimet have applied for a grant to do station area planning in summer and fall. This will look more comprehensively at how MAX will affect surrounding areas.

Matt Wickstrom said there is a Planning Commission hearing on April 13<sup>th</sup> at 12:30.

### PBOT Budget Priorities

Linda feels there needs to be a better way to take neighborhood priorities to PBOT staff. She suggested that maybe PBOT needs a neighborhood liaison program similar to BPS.

Bob said he would like a presentation on how the current process works.

Linda said that outreach for Safe, Sound and Green Streets got great public input but this year it has been missing.

April pointed out that the Office of Neighborhood Involvements budget process is a good model.

Lew asked that a PBOT presentation be arranged for the committee.

### Portland Plan Workshop Test Run

Tom Armstrong gave an overview of how the 2<sup>nd</sup> round of Portland Plan public workshops will run. Sam Adams will facilitate the workshops. They will start with an issues corral where attendees will have a chance to get their issues out on the table. There will be a short refresher about what the Portland Plan is. This will cover the need to set clear goals and priorities for the city's future, begin to make choices about priorities. It will describe the importance of partnerships among all public agencies within Portland.

The workshops will balance the use of automated surveys with discussion. Staff got feedback from the first round attendees that there wasn't enough time to get deep into individual issues. This round attendees will be asked to choose one topic area to discuss

with a group. This discussion will last 25 minutes. Each group will have a facilitator and note taker. There will be time for each group to summarize their discussion. This will be followed by 20 minutes of small group discussion around equity.

The committee went through a mock small group discussion around the natural environment and sustainability action area.

Meet adjourned at 9 PM.