

GPNA November 10<sup>th</sup>, 2015 Regular meeting.

Ron Laster opened the meeting at about 6:57 just prior to the 7 pm start time to try and get things rolling. He mentioned the sign in sheet at the back of the meeting room and requested everyone in attendance please sign in.

The next thing he did was have all of the board members introduce themselves and their current board positions to the group. The board members in attendance included Jane Comeault, Kate Davenport, Mary Cal Hanson, Ken Peterson, John Prell and Ron Laster. Brian Cefola had notified the GPNA board members of his absence for this meeting.

Copies of the agenda were passed around to the attendees and board members for review. At this point there were 2 comments from the audience members. First off was the request to add the Portland Tree Inventory as a new business item and then a neighbor also requested the addition of traffic issues at NE 33<sup>rd</sup> & Schuyler. After these two requests were brought forth, added to the agenda to be addressed as an attachment to the NE 33<sup>rd</sup> & Thompson item and under New Business for the trees. There was a motion to approve the agenda, seconded and unanimously approved.

The next item on the agenda is the review and approval the meeting minutes from the April 2015 and September 2015 Annual and Board meeting respectfully. A motion was made for the approval of the April meeting minutes, which were seconded and unanimously approved. Then another motion was made to approve the September minutes, these too were seconded, voted on and approved although Kate Davenport abstained because she wasn't present for that meeting.

Our first guests for this meeting were Lauren Jones and Julio Rocha from the Capstone partners group. This is the development company who will continue expanding the Grant Park Village (GPV) apartment complex at NE 32<sup>nd</sup> and NE Broadway. Lauren was up first and gave an overview of the project and the increase to 163 units with 97 parking spaces planned. This will consist of 87 parking spaces underground and 10 spaces at street level. Most of these new units will be studio and one bedroom apartments with a limited number of 2 bedroom apartments as well. This new addition will be 100% residential with no retail spaces. At this point there were several questions by the audience members which Ms. Jones answered.

Following Ms. Jones was Julio Rocha, the architect for this project. He provided detailed plans and pictures of the project. Also of note Mr. Rocha described the plans for the types of materials, windows and other accessories like the fitness area, long term bike stalls, private patios and a courtyard in this addition. There were several questions from the audience which Mr. Rocha answered.

Up next was Mr. Carl Snyder from the City of Portland Bureau of Transportation (PBOT). He was joined by another PBOT traffic engineer Mr. Steve Townsend. Starting out with several of the local and regional issues in regards to increased traffic problems the question of stop sign utilization as a means to slow down traffic was the first open for discussion. Mr. Snyder explained that the use of stop signs are NOT considered a traffic calming options and have been shown to actually increase noncompliance and therefore decrease safety. There also national traffic safety guidelines that must be followed when considering changes in the flow of traffic on city streets. Speed bumps and other traffic calming ideas were discussed and the take away was that the PBOT has very limited funds to complete any/all traffic issues in Portland. The recommendation to consider contacting "Safe Routes to Schools" program was brought up several times. It seems that there may be funds available through that organization to assist in making street crossings safer. Mr. Townsend reiterated that the city of Portland needs to create new funding concepts for traffic improvements all over the city.

The use of the Rapid flash Beacons also came up. These are the mobile, lit machines that flash the cars speed on a screen. There is a running queue for the ones from PBOT and it is a long queue so it may take some time before they would show up in Grant Park. These are very expensive for the PBOT to purchase additional units and are not currently being funded. Jane Comeault mentioned the concept of the Grant Park neighborhood purchasing one of these units for less money. This piece of equipment would need to be stored, moved and maintained by someone? Who that would be is unclear at this time. It could also be shared with other neighborhoods either as a fund raising endeavor or as a shared item. The Neighborhood Association would need to coordinate with PBOT as to location(s) and guideline would need to be established on moving it within the neighborhood.

The question arose about the possibility of using flags at the crosswalk similar to some neighborhoods in Seattle and other cities. There would be the problem with theft, maintenance etc. and PBOT doesn't think this is a valid use of funds for traffic slowing. The focus of the limited funds, with only 6 cents/gallon of gas as the current tax and continued extra revenue in the past 22 years for projects makes things very tight and highly prioritized to focus on increased traffic capacity.

Permit parking information was then the next point of discussion as there were several neighbors from the NE Schulyer and NE Hancock blocks. These neighbors are very frustrated with the fact that the tenants and workers who use the new Grant Park Village (GPV) building are using their streets for long term/semi-permanent parking. Even blocking their driveways and parking on their lawns. Pamphlets for the Parking permit process were passed out. But Ken brought up the point that there may be changes in this process. One of the possible changes is there may be a reduction in the required number of property owners who apply to get the area permitted. Mr. Snyder recommended painting the driveways and parking spaces on the street. This can be made as a request through the city but there is a fee for this service. Neighbors can paint these areas on their own and John Rich from New Seasons grocery store mentioned that he and his staff would be willing to purchase the paint and volunteer to help paint these areas. New Seasons has been working hard to incentive their employees to encourage using buses, bikes and walking to work to reduce the number of cars in the neighborhood. There are discounted bus passes and secure bike parking slots at GPV. There has been a significant increase of activity at the New Seasons (NS) store lately so there are even fewer parking spaces on the two levels of parking lots. A question was brought up from an audience member about the possibility of NS renting some parking spaces from Fred Meyers. Unfortunately Mr. Rich mentioned that these two stores don't have a cordial relationship at this time. Next question was the possibility of NS renting space from Capstone since not all of their spots are spoken for yet. Mr. Rich said he would look into that option. Mr. Rich also asked the neighbors to notify him at NS if/when there are repeat offenders. Neighbors would need to have the car details as to make/model and license plate number and he would follow up with the employee if it is indeed one of the NS employees. That seemed to conclude this portion of the meeting.

Next up was the information on the 20's Bikeways. It has been fully funded and will cross NE Knott at 26<sup>th</sup> Avenue. The project should be starting in the summer of 2016.

Ken was up next to report to the group the latest information on the Off Leash Dog Area (OLDA) coming to the Grant Park neighborhood park area. There was a survey distributed throughout the neighborhood and there have been 230 responses so far. This information is being tabulated by the City of Portland. There are 3 specific areas that are in the running for the OLDA. Ken will follow up with more info as it becomes available.

New Business:

-Tree Inventory-unfortunately the person who requested this be on the agenda has already left the meeting. No further actions were discussed.

The next GPNA meeting will be November 17<sup>th</sup>, 2015. The main topics will be the crime statistics and the demolition of the home on NE 30<sup>th</sup>.

There was a motion to adjourn, seconded and approved unanimously at 8:45 pm.

Minutes were taken and transcribed by Mary Cal Hanson.

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