

# Grant Park

## Neighborhood Association

P.O. Box 13102, Portland, OR 97213

Winter 2019

### Grant Park Bowl Improvements Planned

by Ken Peterson

Big changes could be coming to the Grant Park bowl in the future. Portland Public Schools (PPS) and Portland Parks and Recreation (PPR) have joined together to consider how best to enhance the bowl for the benefit of the community and local high school student-athletes and fans. The bowl is on parks land, but high school teams utilize this area for practice and games thereby requiring the joint effort.

Two community meetings seeking public input have occurred, the first on November 6, and the second on December 3, 2019. About 100 community members attended the first meeting, and more than 60 the second. Jamie Hurd, PPS Project Manager, Office of School Modernization, emceed both events. The second meeting commenced with impassioned pleas by Grant High coaches for community support of the project. The Specified issues for the meetings were:

- How can we meet the needs of the community and Grant High School sports teams?
- How can we mitigate noise, parking and light impacts on the neighborhood?
- How do we create a safe and functional sports venue for everyone?

Project goals are to provide a safe, and well-functioning sports facility to support softball and other sports at Grant, through the addition of lights, bleachers, and infrastructure to host athletic practices and games. Grant is one of the few high schools in Oregon that is unable to host home games due to current field limitations.

The meetings held are part of the master planning process for the project. PPS provided funding for this phase, and there is no current construction funding in place to do the actual work necessary. BORA Architects will oversee the design process. That could take about six months, and there is no actual timeline in place for project completion.

BORA provided considerable information about improved lighting options that dramatically reduce spill-over into adjacent areas, options for seating, possible locations of structures for concessions, equipment stor-



Rendering of possible seating design for the Bowl.

age, fencing and security design options, and necessary restroom facilities for use during events.

Meeting attendees appeared generally to favor the planned changes, although there were several questions and concerns raised about general neighborhood and community impact. Among them were:

- What impact will night games have in terms of parking, noise, adding trash to Grant Park, and generally affecting neighborhood livability?
- How will PPS and PPR ensure continued adequate public access to the park, given plans for the installation of security fencing and other protective measures?
- Although planners anticipate adding only five large scale school athletic events per year upon project completion, would PPR have to offer the bowl for other events, such as concerts, festivals, or other large scale gatherings? If so, would there be any limits as to frequency and limits on noise or ending times?
- What measures would be taken to ensure that new amenities would not be subject to increased vandalism or graffiti?
- Should the project be broken into parts, prioritizing lighting to allow current sports teams to benefit in the near future?
- What private funding options are available, as opposed to waiting for a bond measure to pass?

There is a great deal of information concerning many of these issues on the PPS website at <https://www.pps.net/Page/14612> There will likely be future community meetings concerning the project as more concrete plans emerge. GPNA will continue to monitor the process and will endeavor to keep the neighborhood informed.

### 2020 MEETINGS:

January 14 (Board),  
April 14 (Annual),  
June 9 (Board),  
September 15 (General), &  
November 10 (Board)

#### LOCATION:

Grant High School, 2245 NE 36th  
Avenue, main entrance, Room 199  
(Alumni Association Room).

**PLEASE NOTE THE CHANGE FROM  
OUR FORMER MEETING LOCATION  
AT GRANT PARK CHURCH.**

To check the meeting schedule and agenda, or to suggest an agenda topic, please go to: <http://grantpark-na.org/meetings-minutes/> GPNA

### MEETINGS:

Our Annual Meeting, when elections are held, is in April. Special or emergency meetings, when needed, may be scheduled at any time. Meetings are open to the public. ALL persons living or working within its boundaries are members of Grant Park Neighborhood Association. If you need special accommodation, please contact a Board member.

### GPNA

#### EXECUTIVE BOARD:

##### President:

Ken Peterson

##### Vice President:

Ron Laster

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Lois Okrasinski, Stacey Tipp

##### Land Use Chair:

Ken Peterson

##### Contact the Board at:

[general@grantpark-na.org](mailto:general@grantpark-na.org)

## Letter to the Editor

Dear GPNA Newsletter Editor:

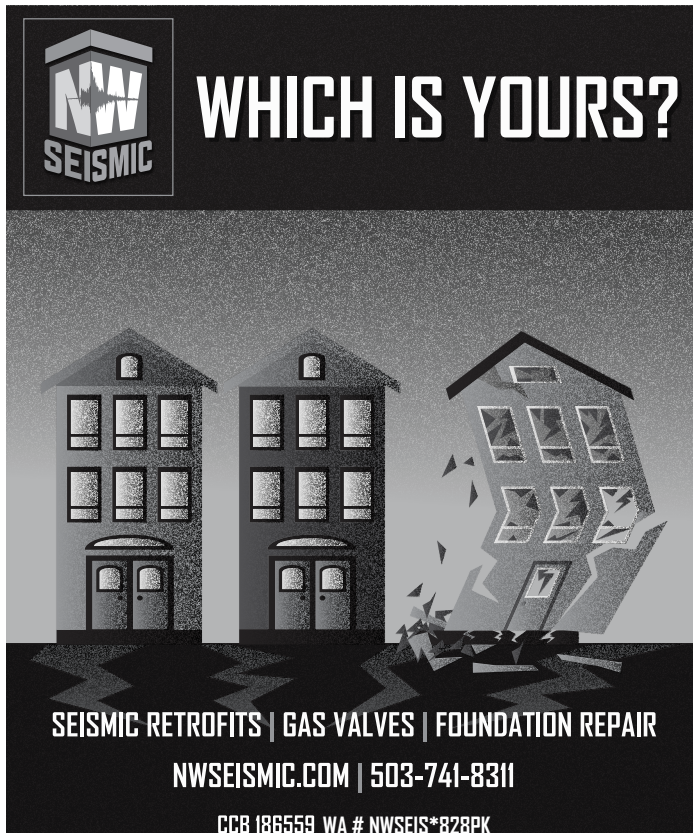
I am all for increased density and increasing “missing middle housing”. However, I believe that Neon Brooks’ assertion that “the individual units in a duplex or triplex will sell or rent for less than a single home would if built on the same lot”, while possibly true in some cases, isn’t a panacea for the housing crisis. Based on what I see happening, the plexes being built aren’t doing much to increase affordability. Developers build with an eye towards maximizing profit. To that end they tend to build higher end properties than what they displaced, priced accordingly.

The lot on the corner of NE 41st and Klickitat is an example. The lot’s original single family home sold for \$525k in 2016. The lot was subdivided and rebuilt with two homes that recently sold for \$1M each. Did this development increase density? Yes. Did it increase affordability? No. In fact it “decreased” affordability, since a family that could have afforded the original home’s price probably couldn’t afford that of the new units.

Another property I pass is a duplex at NE 45th and Tillamook. It was built on a previously vacant lot, which sold for \$220k. The new units sold for \$525K each a few years ago.

I suppose one could argue in both these cases that if a single family home had been built on the lot it would have sold for \$800K - \$1.5M. So in that sense the original article’s author’s point was valid. I do agree that supply and demand affects the housing market and that more supply could potentially alleviate the current situation somewhat. But as with so many things, the devil’s in the details. Time will tell.

Lisa Wylie



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## Code Change Update

By Ron Laster

As reported in the last issue of this newsletter and local news sources, the Office of Community and Civic Life (OCCL or Civic Life), the Portland Bureau that oversees neighborhood associations, has been in the process of rewriting City Code Title 3.96.

The need to reevaluate the existing code resulted from the City Auditor’s 2016 report critical of the management of Civic Life’s predecessor, the Office of Neighborhood Involvement, or ONI. Along with deficiencies in leadership, which led to dismissal of the ONI head, the report recommended greater involvement with neighborhood associations to help broaden their outreach and ensure inclusive representation of more members of the community.

The current Civic Life director, Suk Rhee, initiated a review process that has been riddled with problems: inadequate representation from neighborhood groups, failure to adhere to the City’s mandatory notification requirements, and a timeline that proved to be too aggressive to afford adequate civic engagement.

The initial proposal called for the removal of the term “neighborhood associations” from the code altogether, thereby minimizing, if not outright eliminating, the ability of a neighborhood to interact with city bureaus and influence their decisions. This would have left city government free to implement land use and traffic changes without any organized group oversight. Additionally, the proposal removed the long-standing requirement for recognized associations to abide by open meetings practices: advance notice of and taking attendance at meetings, keeping minutes, and documenting voting. There would have been no accountability for meeting conduct and the expenditure of city funded dollars at the local level.

Portland’s civic engagement process has been viewed as a model system for citizen/government interaction. It is this very model that has kept city bureaus in check. Seeking methods to better engage all members of our city in influencing their government is best served as a collaborative effort.

On November 14, the City Council held a Special Council Session that took place at the Self Enhancement location in Northeast Portland. The immediate outcome of the meeting is that Civic Life will no longer focus primarily on the Code proposal but on a draft resolution to staff and coordinate a multi-bureau work group to develop a plan for updating responsibilities for public involvement.

The work group will:

“provide recommendations for City bureaus’ civic engagement practices and methods... to equitably provide City services to all,” and will “...review cross-referenced responsibilities for public involvement in bureau functioning.”

The recommendations of the work group will be presented to the City Council in November, 2020, and will inform the creation of a stakeholder and community engagement plan.

OCCL’s code change project has been delayed to 2022 or 2023 with an extension of the contract with Neighborhood Associations and District Coalitions through 2023.

GPNA will continue to be engaged in this process and will provide updates to our community.



## GPNA Has a New Website!

Until very recently, anyone visiting the GPNA website probably was not impressed by the content or design in place. All that has changed, thanks to the efforts of several board members over the past couple of years, and the excellent design skills of Sharon Colombo. Sharon is a Grant Park resident, the proprietor of Colombo Designs, and a professional web designer who responded enthusiastically to a call for a volunteer to help modernize the neighborhood web presence. Check out our new site at <http://grantpark-na.org/> There you will find pictures of familiar Grant Park places, links to many useful community events and services, information about forthcoming and past GPNA meetings, and archived editions of our quarterly newsletter. A hint of the revamped website can be found in the masthead that begins this issue.

Suggestions for additions or improvements are welcome and should be sent to [general@grantpark-na.org](mailto:general@grantpark-na.org).

### Business Spotlight: Colombo Designs

The creative developer who volunteered to update GPNA website provides services that may be of interest to many Grant Park residents, particularly those who operate small businesses or work with nonprofits. Sharon Colombo has lived in Portland for six years, but has more than two decades experience as a consultant, designer, and software developer. Since becoming self-employed, Sharon has provided assistance to over 150 different companies and nonprofits. She and her husband Pete live in Grant Park and have twin daughters at the Hollywood campus of Beverly Cleary. If you need a new or better website, as GPNA did, consider Colombo Designs for a fresh, creative solution. You can find out more about Sharon and what she offers on her website: <https://colombodesigns.com>.



**Colombo Designs**

**Web Design and Development**

Colombo Designs is a web design and development firm in Portland, Oregon. In addition to designing and building professional, engaging and responsive web sites for nonprofits and small businesses, I also create innovative and memorable logos.

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## Commercial Properties Update

by Ken Peterson

First, the good news. The former Jacksons convenience store located on the northwest corner of 33rd and Broadway will become a Chase Bank branch. Completion of construction should be in March or April of 2020, the original target date range. A recent renovation-related fire resulting from a welding mishap caused some structural damage, but the builder expects no significant delay as a result.

The QFC building remains vacant with no known plans for new use. It appears that rumored renovation as a chain drug store is either on hold or abandoned.

The former Burger King slowly gathers graffiti and weeds and appears to generate no commercial interest.

There is no news to deliver concerning the former Gordon's Fireplace building, currently the primary eyesore of the Grant Park neighborhood. New owner Interurban Development still has the transformed building, to be called Aircraft Factory, on its website as a project. However, recent inquiries about the status of the project have not been answered. There are rumors that the absence of an anchor tenant and resulting difficulties in obtaining project funding may result in a change of ownership or possible abandonment of the project. Recently added white painted plywood over the windows has provided inviting new opportunities for graffiti, which have been eagerly and quickly embraced.

### Broadway-Related Projects Disclosed

Just before press time, GPNA received word that there will be informational meetings about possibly adding a street car down Broadway through our neighborhood and connecting to the Hollywood Transit Center. The project to rejuvenate the Broadway business district appears also finally ready to start. There may be community meetings about both issues in the near future. Check our website for details.

## Grant Park Church

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Please join us Christmas Eve, December 24, from 4-5 pm for a gentle family service to welcome in Christmas.

We're at 2728 NE 34<sup>th</sup> Ave.  
503-282-5596

Visit: [www.grantparkchurch.com](http://www.grantparkchurch.com)

## Grant Park Offers Access to Wonderful Preschool Options

By Katie Hammer

After a busy holiday season, February brings an opportunity to explore preschool options in and around our neighborhood. Although it often comes as a surprise to new parents, most Portland preschools offer open houses in February and accept applications soon after for enrollment the following fall.

Our neighborhood is very lucky to have multiple wonderful co-op preschools within a short distance. The co-op preschool experience is unique in that these schools typically employ one main teacher, but also rely heavily on family involvement to help in the classroom, raise funds, and operate the school.

The demands of membership in a preschool co-op can appear intimidating. Families are typically asked to help in the classroom each month and may have an additional co-op "job" (ranging from building maintenance to fundraising to serving on the preschool board). In exchange for these efforts, families benefit from lower-than-average tuition/costs and a deep sense of community and belonging.

Co-op preschools are a wonderfully gentle introduction to the school setting, with most emphasizing play and social/emotional development. All of the co-op preschools in NE Portland have warm and welcoming spaces, dedicated longtime teachers, and high parent support/involvement.

If you know a little one who will be starting preschool in Fall 2020, take this opportunity to explore the co-op preschools in NE Portland. This year, the open houses are coordinated to make it easier to check out multiple schools over the first 2 weekends in February. Specifics about each open house are available on the school websites. You are encouraged to visit as many schools as possible to find the best fit for your family.

### NE Portland Co-op Preschool Open Houses

#### Hancock Street Preschool

1624 NE Hancock Street

Open House: February 1, 2020 (9:30am – Noon)

[www.hancockstreetpreschool.com](http://www.hancockstreetpreschool.com)

#### Portland Tillamook Preschool

935 NE 33rd Avenue

Open House: February 1, 2020 (10am – 1pm)

[www.tillamookpreschool.com](http://www.tillamookpreschool.com)

#### Irvington Cooperative Preschool

2710 NE 14th Avenue

Open House: February 8, 2020 (9am – Noon)

[www.irvingtonpreschool.org](http://www.irvingtonpreschool.org)

#### Rose City Neighborhood Preschool

5839 NE Alameda Street

Open House: February 8, 2020 (10am – 1pm)


[www.rosecitypreschool.org](http://www.rosecitypreschool.org)

## Connect to Kindergarten at Hollyrood


Beverly Cleary Hollyrood invites parents to, Connect to Kindergarten, Thursday, February 20, 2020, 6:30-7:30pm; our open house to kick off the 2020-2021 school year registration. Please join us, (no need to call ahead). There will be an opportunity to meet the Principal, the Assistant Principal and learn about our Kindergarten program. Registration packets will be available to take home to return to the office by May 1. Due to lack of space, this is a parent's only event.

Beverly Cleary Hollyrood campus is located at 3560 NE Hollyrood Court.

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## Grant Park Traffic Issues Confound PBOT

by Ken Peterson

For several years both the Grant Park and Sullivan's Gulch neighborhoods have attempted to get help from Portland Bureau of Transportation (PBOT) to resolve pressing neighborhood traffic issues that only worsen with the passage of time. The intersection of 33rd and Broadway has been a subject of numerous past articles in the GPNA newsletter. The primary urgent need for change is the addition of left turn capability when proceeding west on Broadway at 33rd, to allow entrance to I84 west, rather than forcing continued use of Broadway to get downtown. Creative drivers have long used questionably legal workarounds, such as cutting through the former Jacksons convenience store parking lot, making a U-turn elsewhere, or simply risking a ticket by turning left despite the prohibition against doing so. GPNA has repeatedly requested traffic studies, has conducted informal traffic counts as a neighborhood association project, but has gotten no tangible support from PBOT in resolving the issue.

Another traffic sore spot exists on Knott Street as it approaches 33rd. Residents have long complained about speeding vehicles causing unsafe conditions for pedestrians, many of whom are children walking to nearby schools. Together with those residents, GPNA succeeded a few years ago in getting PBOT to reduce the speed limit to 20 miles per hour. However, observance of that limit is often non-existent, especially during commute hours when drivers try to beat the red light. In response to continued neighbor complaints and requests for assistance, the GPNA board voted to look into funding the purchase of a speed reader sign on Knott from our small budget, and to ask PBOT for assistance and approval.

During the past six months, GPNA made renewed, repeated efforts to engage PBOT, Commissioner Chloe Eudaly, who oversees PBOT, and even Mayor Ted Wheeler, about these issues. The result? Total silence (although GPNA did receive an email response from the mayor on October 9 advising that a staff member would respond as soon as possible. Apparently a two month wait is too soon, as there has been no further response received).

Finally, GPNA did receive information concerning both issues from PBOT via an email received two days before this newsletter went to press, and it is set forth below in pertinent part:

### Request for Left turn signal at NE 33rd & Broadway

Based on previous traffic investigations, our traffic engineering staff recommends the use of left turn lane and signal at Broadway & 33rd. Unfortunately, there is no simple modification to address this concern. Installation of a left turn signal is not an easy request and is beyond the budget of our traffic investigations group. Signal upgrades at this location are likely to require major modification and reconstruction of the signal to conform to the latest standards and guidelines. There are two ways projects get funded and implemented:

- **Implementation as a part of redevelopment project.** In some cases, developers can be required to implement or

pay for signal upgrades as a condition for approval of their development plans. This may be considered with the redevelopment of the Gordon's Fireplace site. [Editor's Note: As discussed elsewhere in this newsletter, the Gordon's project is stalled, perhaps indefinitely].

- **Implementation as part of a capital project.** Most roadway projects you see completed are as a part of a capital project. These projects emerge from our planning efforts, and it is almost certain that the recommendation for a modified signal would be included in the future Broadway/Weidler plan. However, a plan is not a guarantee for funding or implementation. Funding is limited and often challenging to secure.

### Neighborhood Traffic Calming

In general, PBOT prioritizes projects on streets that meet our safety and mobility goals. We focus limited resources on those streets where it can do the most benefit at advancing our council adopted policies.

### Speed Bump Installation

- PBOT prioritizes traffic calming on neighborhood greenway streets (such as NE Tillamook St), and does not have a program to install speed bumps on other neighborhood streets. NE Knott is not a neighborhood greenway street.
- PBOT does not have a program to allow neighbors or organizations to pay for speed bumps directly.

### Speed Reader Board

- PBOT can install speed reader boards at locations reviewed and approved by engineering staff. The Speed Reader Board program focuses installations on our High Crash Network of streets, but they can conduct a speed study to determine if the location can be approved.
- PBOT accepts requests for speed reader board installations via the 823-SAFE Traffic Safety Hotline. These requests may also be forwarded to the Portland Police Bureau for enforcement.
- PBOT does not have a program that allows neighborhood associations to purchase speed reader boards."

The upshot? No help from PBOT concerning either issue, and any offer to fund a solution by GPNA is not allowed. Interesting, when a quick trip around Portland reveals PBOT funded billboards extolling the virtues of safe driving, when the City hopes to achieve zero traffic related deaths ("Vision Zero") and spends money for "20 is Plenty" signs, many of which seem to have disappeared shortly after installation. Yet, no money to solve acknowledged, tangible, safety related traffic issues, and a prohibition against self-help through neighborhood association funding. GPNA is considering the next steps to take, and welcomes reader suggestions and feedback.



## The Problem with Knott Street

by Marisa Morby

In September of this year, a 10-year-old boy was hit and killed by a driver in Clark County. The boy was biking to the school near his house, where the speed limit is 25 mph, and the cross streets have stop signs. The man that hit him was driving his own son to school and didn't see the boy as he crossed the road.

Does that road design sound familiar to you? It mirrors the road design on parts of Knott street, with stop signs on the side streets, but no stop sign on Knott. And while our speed limit is 20mph, a horrifically low number of people actually go that speed.

The average speed seems to be about 30 mph, based on an informal study with a handheld radar gun.

In April of this year, a woman in her mid-fifties was crossing the street at NE Broadway and Grand Ave, carrying her groceries home. A driver hit her with his delivery truck, proceeded to run her over, while the passenger in the truck yelled "What the hell lady!?" at her. It was only after a cyclist who saw it happen started shouting and ran to help her that the driver had realized what he'd done. She died at the scene.

The speed limit on Grand Ave and NE Broadway is 30 mph and the driver was not speeding. Even so, 30 mph was enough to take this woman's life.

These are just two stories that highlight the real and devastating impact of the cars we drive.

36% of the 44 traffic deaths in Portland this year were people walking and cycling and they were hit, quite literally, close to home.

I know it can be hard to place ourselves into this experience. "This type of thing happens to someone else," we say. And I'm sure these people — and their families — thought that, too.

In the spring of 2018 we signed on to Vision Zero and lowered the speed limit on Knott Street, and many of our neighborhood streets, to 20mph.

I often hear people complain that 20 mph is slow. And yes, it is slow, because it needs to be. We are fortunate to live in a neighborhood with children, and we should do our part to keep this area safe, if not for ourselves then for them.

Getting to the light or stop sign 10 seconds earlier isn't worth someone's life.

I have personally seen people speeding upwards of 35 mph on Knott Street, in the middle of the day. At night, when there is less traffic, I have frequently seen people going over 45 mph. I have watched cars race side by side to the light on 33rd Ave using both lanes.

I have watched an SUV driver, in the middle of the day, honk, yell, and go around another driver stopped at a crosswalk

on 26th and Knott. The driver of the SUV then nearly hit the woman in the crosswalk and sped through the stop sign on NE 24th.

And every day I watch neighborhood kids walk or bike to and from school. And that makes me so happy. To live in a place where kids can get around on their own is absolutely wonderful. They should be able to do this, and we, as adults, should make sure it's safe for them to do so.

I, too, love walking and biking around this neighborhood. And I've loved getting to know my neighbors and neighborhood restaurants and shops. I am continually amazed that I get to live here, in a place where we can easily walk or bike to so many places, and we can have a better quality of life.

So yes, 20mph may seem slow. And it needs to be slow because we live in a neighborhood full of people who would like to go on living.


I've already seen people have very near misses, and all it takes is an instant to take someone's life.

So please, if you drive on Knott, go 20 mph. Set the pace. You can make sure that kids make it home from school alive. You can make sure we don't end up in the news as another neighborhood with another preventable death.

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## Jayson Tipp's Feed a Crowd Chili



With the cold weather upon us, why not cook up a crock of this stick-to-your ribs chili? If you have a crowd over, it feeds 10-12 people. Or, eat some now, and stick the rest in the freezer for a bunch of comforting workday meals.

### Ingredients

1 red onion  
6 celery stalks  
3 medium carrots  
1 lb each of ground beef, ground pork, and chorizo  
8 – 16 oz cans of beans  
(pintos, chili, kidney, black, whatever you prefer)  
2 – 16 oz cans of fire-roasted tomatoes  
1 tablespoon of minced garlic  
2 anaheim chilis  
Chili powder  
Lemon pepper  
Salt  
Black pepper

### Instructions

1. Dice onion, celery and carrots.
2. Saute onion, celery, carrots and garlic in a pan with two tablespoons of olive oil. Add one tablespoon each of salt, black pepper and chili powder. Cook, stirring occasionally, over medium heat until the vegetables are softened and the onion is translucent.
3. Roast the Anaheim chilis over an open low flame on top of the stove until 70% charred on the outside.
4. Take the carrot, onion, celery and garlic mixture off the heat to cool. Place the chilis in a paper bag, closing the top of the bag.

5. In a large bowl, use your hands to combine the beef, pork and chorizo with 3 tablespoons of chili powder, 2 tablespoons of lemon pepper, and 1 tablespoon of black pepper. Set the mixture aside in the refrigerator for 30 minutes.
6. After 10 minutes or so, remove the anaheims from the paper bag. The steam in the bag loosens the skins. Use your hands or the edge of a knife to peel the skin off. Discard the skin.
7. Dice the Anaheim's. Add the Anaheim's to the other veggie mixture (carrot, celery, onion, garlic).
8. In a large stockpot, brown the meat mixture. Drain excess fat. Add the veggie mixture.
9. Add tomatoes.
10. Add beans.
11. Add water (6-8 cups) according to your preference for a thicker or less thick chili (some folks like it more soupy!)
12. If you like more spice, add more chili powder, jalapeño peppers or whatever else you like to make it even spicier.
13. Simmer over medium heat for at least an hour.

Serve with a side of corn bread. Add grated cheese, raw diced yellow or red onion, sour cream, chopped cilantro, and any other of your favorite toppings.



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## Letters to the Editor and Articles

Grant Park Neighborhood Association (GPNA) welcomes letters to the editor and original articles for publication from those residing or working within neighborhood boundaries. Letters concerning prior published articles must be submitted within 30 days of newsletter distribution. Letters or articles that include profanity, libelous statements, personal attacks against individuals or specific organizations, or that are unreasonably long, will be rejected. Articles should be original or with attribution stated, and should address topics of local interest. Letters and articles submitted anonymously will be evaluated on a case by case basis for publication, but the editor must be able to verify the identity of the writer to ensure authenticity. Letters or articles that support or oppose individual candidates for public office cannot be published, but those concerning ballot measures will be considered.

## GPNA Newsletter Ads

The GPNA newsletter reaches over 2,000 homes and businesses between NE Broadway and NE Knott and from NE 26th to NE 47th, with some overlap around the outside edges. Distribution of the newsletter occurs quarterly.

Ads need to be print ready about three weeks before delivery of the next issue.

There is a per-issue standard rate, due upon receipt of an invoice with an attached copy of the issue in which the ad has run, and a per-year 10% discounted rate, which must be paid in advance. A copy of each issue will be sent to the advertiser.

For copy information contact Ron Laster, [printresults@aol.com](mailto:printresults@aol.com), 503-287-9566.

### RATES/SIZES

Business card	2"H x 3.5/3.625"W	per issue \$45	per year \$162
Quarter page	4.5"H x 3.5/ 3. 625"W	per issue \$75	per year \$270
Half page (horizontal)	4.5"H x 7.5"W	per issue \$120	per year \$432
Half page (vertical)	9.5"H x 3.5/ 3. 625"W	per issue \$120	per year \$432
Full page	9.5"H x 7.5"W	per issue \$210	per year \$756