



Sullivan's Gulch Neighborhood Association, c/o Encorepreneur Cafe, 1548 NE 15th Ave., Portland, Oregon 97232
<http://www.sullivansgulch.org>

Minutes Biannual Neighborhood Meeting and Election

Publication Date:

Approved:

Location: Grace Episcopal Church

Date and Time: Wednesday, December 5, 2018, at 7:00 p.m.

Meeting Start and Introductions at 7:04 pm – Dave Brook

- Introduction of Board Members, and invitation to run for Board positions

State of the Neighborhood (Association) – Dave Brook

- Safety & Livability Committee –street painting, regional street parties & invitation to participate in future street parties
- Spring Neighborhood Cleanup - thank you to last year's volunteers, call for volunteers this year. Saturday March 12 date set, in Irvington at Holladay Park Church of God. Irvington handles the dumpsters & trash, SGNA handles the recycling. Will be taking Styrofoam again.
- Communications Committee - thank you for the hard work by Chris Tanner, Daniel Pirofsky. Mike Purvis is the new webmaster, thank you.
- Board Policies, Practices & Procedures. PPPs tie in to the more high-level Bylaws, help define how SGNA conducts business on a day to day basis. A copy is posted on the website.
- Leaf Sweep – on Friday, Dec. 7th. Parking arrangements made at Grace Church and Fred Meyer, form to fill out on website, there will be only 25 spaces at Grace Church.

Board Elections – Dave Brook

- 12 seats are available. Opening of the floor for nominations.
- Incumbents up for reelection – Mike Brown, Kathy Hansen, Julie Hoffinger, Dave Brook.
- Volunteers: participate to the extent you can and do your best; we hope each participates in at least one committee. If you have interests, come to the board; we will support and do what we can to make things happen.
- Statements of incumbents – Kathy Hansen, Michael Brown, and Julie Hoffinger.
- Nominations of Mike Purvis, and Paul Comery
- Motion by Kathy Hansen to close nominations, seconded by a meeting attendee, motion passes. Complete ballot: Michael Brown, Kathy Hansen, Julie Hoffinger, Dave Brook, Mike Purvis, and Paul Comery.

Guest Speakers – introductions by Chris Tanner

- SGNA has invited people here who are looking for solutions, to help our neighbors who don't have houses. Our guests are Jan McManus from Multnomah County, and Pauline Burkey, Program Manager at Metro HomeShare of the Ecumenical Ministries of Oregon, and Keith Jones who has been involved with R2D Too.

- Pauline Burkey – direct service, housing, HIV day center, program for domestic violence, immigrant and refugee, legal office. Other – public policy and advocacy. Statewide organization, direct services more in the Metro area. HomeShare modeled after previous program operated 30 years, shut down due to loss of funding, opened up in 2017 as Metro HomeShare. A shared housing program, connects people who have room in homes and need for companionship or transportation or grocery shopping or income, with renters who need affordable housing. Owners average age 70, renters average age 53. Facilitates arrangements, conducts background checks, does a check of the home, builds a housing profile to make a match, offers 2 years of case management support. Multnomah Clackamas Washington counties. Doing outreach for people with homes who might be interested in participating. 1) Service, 15-20 hours, little to no rent, \$300 for utilities. 2) Combination 10-15 hours, yard work, cooking, groceries, \$500 3) Still living independently, not in need of services. Not home care, so no personal care involved. Connecting people still living independently. Affordable housing that already exists, is a way to create affordable housing units for those living on streets, in hotels, etc.
- Jan McManus. Group of fellow employee's brainstorming, discussed reviving well-loved 30-year home share program, learned home share programs around the country shut down at that time. Issue is finding enough providers, a struggle all over the country. Mutually beneficial relationship. Program offers a lot of support, not just taking a chance on Craigslist; unique, takes best practices from around the country, well-funded, have brochures for those interested.
- Question: tell us about your funding? City of Portland, Clackamas County, City of Hillsboro, also some private foundations. Anyone under a certain median income is covered. Seeking funding from additional government entities, hopes to open 2nd office in Beaverton for Washington County, currently now one office on Eastside. Average length nationally, home share match about 2 years. Lowest, 6 months because the amount of work to find a good match. Partners with social agencies too, streamlined referral process, communications process important. Not a part of a homeless entry system, stands to the side of that, not designed for the chronically homeless; criteria includes the need to be independent, contribute to household. For those on the brink, living in motel for example and draining their savings. Otherwise, has a referral channel for those who need more services. The only home share program in Oregon. Once the model is strengthened, there is an interest in taking this statewide.
- Question: how long to find a match? Not as a wait list, more like a pool. Maybe 50 homes, could be 100 clientele that don't match the criteria. For example, allergic to cats. Not in the business of placing people into homes. The process is finding a match, then the owner self-selects—they can have coffee, take dogs to the dog park, if they decide yes, supports both clients in rental setup and relationship.
- Question: suggestions about chronic homelessness? E.g. there was a homeless woman camping on city sidewalk several months. Jan: attempted outreach for example fire department, police, etc.? Or could be she doesn't want the assistance?
- Keith Jones, Lloyd Community Association. About year and half ago, R2D Too moved into his neighborhood. Thought was a good way for neighborhood to contribute to issue, open a dialogue. R2D Too made sure everyone comfortable with it, did a good neighbor agreement. Now, they are an integral part of the neighborhood. Thought his involvement would be 10 hours/month, turned into 30 hours/week. So many services to learn about, where do you start, how do you know if doing harm or good? Came up with 3 initiatives to organize this for self. Mayor's office and county, long range actions, will take a long time to take effect. Lots of energy going nowhere, instead of going to mayor's office, let him concentrate on what he needs to do, and we can do what we need to do.

- Initiative #1, Coalition of Neighborhoods on Homelessness. Not just pushing homeless neighbors into other neighborhoods. Name came up a lot: Kenton's Women's Village, started talking.
 - Why don't we form a Coalition? With new role Chair of Homelessness Committee, liaison with homeless, advocates, businesses, residents, offer solutions, manage homeless initiatives. Monthly meetings: how things are going, successes, what issues came up, data, best practices, problem solving, grant opportunities, relationships, panel discussions. Adam Lyons in audience, identified 12 potential neighborhoods. Once established, a plan could be to spread out, get all 96 neighborhoods to talk.
- Initiative #2. Placemaking tool. Once we are talking, how do we know what to do? Referenced Sera architects program.
 - Community Inventory re services, organizations' assets, utilities, housing, crime statistics, location of pop-up camps. If there is a cluster, may be a place for a shelter, R2D Too, trash bins, restrooms.
 - Community Education, re transportation (e.g. bus passes to R2D Too), alternative shelters, funding projects, resources, services, health needs, storage, sweeps and what do they mean to people (can be devastating), zoning. E.g. Bike Town got memberships. R2D Too can service 100 people/night. \$2400/mo., huge impact for very little money, 100 people sleep there and leave, not a permanent housing.
 - Flowmapping. E.g. Right to Dream food grown flows to Right 2 Eat food cart, proceeds for operating expenses flow back to Dream.
 - Project Identification. Project Management. Assign project champion, make sure things get done.
- Initiative #3 Portland Homeless Portal. Idea for website with consolidated community information. Neighborhood Guides, news stories, events, businesses can post how they can help, volunteer opportunities, job opportunities, statistics, raise money through site as well. Alerts, e.g. family of 4 needs a driveway for the night. All paid by businesses, working on getting sponsorships. E.g. Lloyd guide, shows shelters, amenities e.g. public restrooms, public showers. Only 18 public restrooms in all of downtown. ADU opportunities to rent. News stories, events in neighborhood. Neighborhood Associations e.g. Go Lloyd that can help, resources. Needs for donations e.g. 1 blanket, 2 shoes. Organizations posting about how they have helped, what employees are willing to donate, projects working on, news about them, job openings they have. On back end, can match.
- Coalition => Placemaking => feeds into Portal. Over time, Portal informs both Placemaking and Coalition, you as a neighborhood association, and how you can get involved.
- Adam Lyons, Executive Director NECN, here, he and Keith won Spirit award from Mayor's office for R2D Too. Works on all sorts of advocacy issues, currently houselessness an important issue, working with Keith on R2D Too, looking for a place it can move if needed, pilot project for jobs taking garbage from homeless sites, talk to lot of people from Multnomah County which is doing a lot, putting lot of money in, there is stuff going on, but we have a massive affordable housing crisis. Newsletter. Real deficit in affordable housing is at the very bottom, where people are going back and forth between the street and 30% MFI, supported metro housing bond, support progressive legislative answers.
- Chris Tanner: active coalition, very proud of.

- Lynne Coward: this is amazing work, seeing what happens really makes a difference, people come and do things when they see the results, and it snowballs. Can identify what is actually helpful.
- Keith: made it sponsored by businesses, to keep it consistent. Change in administration means new people, and we lose that institutional knowledge. Does not think everyone needs to put R2D Too in their neighborhood. Look at what they are good at, they may be good at raising money instead. If Cascadian earthquake hits, might be looking at R2D Too as emergency solution, for water, power, etc.
- Dave Brook – Westminster, a talk by Homer Williams developer, re: Harbor of Hope. He said if you think homeless camps are bad now, just wait five years. There are so many baby boomers retiring with no money, no savings, will be living in their cars. He says they are about to put on the street a mobile shower truck facility. Bond measures, won't see any results for two years, will take 10 years to spend it out, there is a short term need right now. Lynn Peterson, President elect of Metro Council, contacted Keith about looking at the data. City has a bunch of data, but not connected to anything else. Just contacted New Seasons to see if they are tracking bottle returns. Frustration by businesses handing out more money for cans than taking in. That is why Keith's website idea has job postings, for other solutions than just taking in cans. Data is key. Lynne also suggests putting things in using GIS system, for more context.

Election Results - Chris Tanner

- All six nominees were elected to the board. Congratulations!

Land Use & Transportation Update – DJ Heffernan

- DJ supports the idea of someone on the Board being a homeless committee chair, as this is a greater issue than just a land use or board matter.
- Committee Report. A good mix of members is needed to join the LUTC committee. Knowledge of land use is helpful but not required. Members think about what makes sense in design, and what is good for the neighborhood. LUTC currently has smart engaged members but could use some more help.
 - What we do: monitor city planning/transportation initiatives, monitor development projects, neighborhood planning, look at city workings at a neighborhood level.
 - City planning projects: Portland pedestrian plan update, Broadway-Weidler Corridor plan update, E-Zone updates, Residential infill.
 - Monitoring: Gordon's Fireplace Building Renovation, Grant Park Village Phase III, Lloyd Cinema parking lot, Sear's parking lot, etc.
 - Dave Brook added that we are talking about Gordon's, because of a signed joint agreement with Grant Park Neighborhood Association. There is a strip by Gordon's Fireplace overlapping under both neighborhood associations.
 - DJ: also monitoring the Residence Inn on Multnomah with 160 rooms. They are talking about replacing the inn with 3 hotels with a total of about 450 rooms, and maybe doubling the height, which is not a huge increase; depending on how far down the slope they go, we might not see much from the street.
 - If these kinds of things interest you, come join the Land Use Transportation Committee.
 - Meetings currently are the 4th Thursday of each month at Holladay Park Plaza.
 - Note: You do not need to be a member of the Board to join a committee.

- TriMet Bus Stop Changes – Shawna from TriMet was going to be here tonight, but LUTC Chair DJ Heffernan will relay the information instead.
 - TriMet is looking at closing some stops. Spacing is tight between stops on the #70 route; with stop conditions on Broadway and Weidler, TriMet falls behind schedule in the Sullivan’s Gulch neighborhood.
 - There is dirt where wheelchair ramps unload. Off load, none of the loadings match up with that number. Areas in green, are stops under review.
 - Discussed change in stops TriMet is proposing. Bus headed south on NE 21st Ave, turning right, can’t make the turn, needs to get immediately to the stop on Multnomah, often has to wait a cycle, just a mess. SGNA asked to have stop moved further down to pair with the stop on 19th, TriMet is considering. SGNA asked to keep 21st & Clackamas stops because of the new crosswalks, instead would eliminate the 21st & Weidler stops, and enhance the #17 stop on Weidler. Weidler stops, they propose closing stop #70/77 at 24th & Weidler, shift and enhance the #17/70/77 stop at 22nd to the east side of intersection.
 - Trimet wants comments from us. Any comments or concerns?
 - Question: getting off on the bark dust pile--this is the last location to get off in the business district, are people getting off here then going to the #15?
 - Question: switching stops to where there is less traffic--there is traffic because that is where the cars are, people riding the bus already are waiting 15 minutes. Issue with walking for elderly or someone with a bad knee? Weidler Commons lower rent. Put a counter and count number of people? DJ: they have boardings at all those locations, boardings here at 21st & Weidler are pretty low. Seems like they need a Transportation Engineer to think through some of these closings. DJ believes boarding will go up at remaining locations, and people will need to walk a bit farther. Comments? send DJ an email, or come to next meeting.
 - Question – will schematic be in meeting notes, so people can print out and see? Yes, DJ can send over.
 - Question – no shelter, reader board? DJ: 22nd: will have a shelter there.
- Parking – Mary Beth Christopher
 - SGNA has been researching options for parking zone on the West End of Sullivan’s Gulch, from 21st going west to 16th, been talking to Jay Rogers at City of Portland, who considers Sullivan’s Gulch a poster child for needing a parking zone, because of Lloyd Center and MAX line. Looking at areas for mapping. On NextDoor or GulchNet, survey was sent out last month by Dave Brook, quite a few responses, a majority in favor of the zone, will continue working with City, have lots of steps to go still, will be a longer meeting to discuss, will be sending out more info and more discussion points in the coming weeks.
 - Question: Not enough information in survey for people to assess if in favor of the parking zone? Dave: it was partially intentional, to find out people’s questions.
 - Mary Beth: there is a formal process with City. Choose an area, figure out how much square feet area to be covered. All those addresses will be canvassed door to door. Need 60% return rate saying yes. City then will present to that section of the neighborhood where they talk about the zone, what is involved, what are their processes. They will send out their questions, need 50% in favor. Once receive that, takes about 6 months to implement, including street signage, every one in the identified zone can get permits. We have leeway in deciding how many permits in neighborhood, each home, is something the neighborhood can decide on, City gives their recommendations eg Eliot near Blazer games overflow on game nights, ours would look different, we get commuters during the day. Will be able to narrow down area, timing hours in the day, how many

permits per household. People on other side of 21st have shown interest. Once have a zone, very easy to add on to it. Strategic to pick a zone where we think we can get the number of votes. If a zone is too big, a lot more work to get it. Eg apartment buildings with locked front doors makes it difficult to canvas door to door. Holladay Park not in the area now, but would look at, if interest for residents, employees.

- Responses – 88
 - Between 16th & 21st 86.4%, East of 21st Ave. 13.6%
 - Daytime M-F parked on street? 44.2% said none because they have driveway or garage.
 - Support formation of permit parking district at cost of \$75 /yr? 53.4% Yes, 21.6% No, 25% Maybe. Lynne – survey was not clear that not everyone needs to pay the \$75, only those who want to park on the street. Consider asking, under what conditions would you support? Dave: it was a trade-off between very complex survey.
 - Mary: before thinking about canvassing, SGNA wanted to make sure people were interested. City shocked we do not yet have a parking zone. Thinks the reason not passed in previous years was because of apartment building populations, because they don't have addresses for the residents. We won't have recommendations from City for details until the canvassing is done.
 - Question: what happens to the \$75 per year? Dave: increased parking patrol. Goal is 3 times per week, let's say even 2 times per week is better than the 2-3 times per month we get now. NW Portland went up a lot more, based on supply and demand? Mary: NW is over \$200, was a City mandated parking zone, not one requested by the residents, then they gave out passes willy-nilly, and realized it did not solve the problem because they gave more permits than parking. Can't take permits away, trying to deter new permits by a higher price. Dan Lerch-Walters: \$200 includes incentives to not use car? Dave, yes, NW is a pilot project that we couldn't get, with Hop card, streetcar pass, biketown permit, if you don't buy a parking permit.
 - Question: increase the percentage of people interested, consider north side of Multnomah street, where for years it has been difficult to find parking, with added bike lanes taking up parking? Dave: haven't finalized the zones, the idea is to keep the application small, then the north side can add on. Mary: once approved, SGNA can go to the neighbors to ask them to sign on. Question: TwentyTwenty, there are some residents without parking, some residents will have two cars, they will be parking on the streets? Dave: also, Axxcess Apartments is right here, they are not included in the zone. Cost of permit will be cheaper than what Axxcess charges for parking in a month. Sullivan's Gulch also gets people parking to go to airport. Used to be worse when it was free to take MAX to downtown. Also issue with construction parking. Also have lots of commuters coming to neighborhood to park. Dave: also apartments with residents with more than one car, idea of creating neighborhood fund to subsidize permits for low-income residents, could raise price for everyone else. One idea is to make these donations. Isn't owning a car a luxury? Question: development used to require off-street parking for new houses, why is policy changing from a land use standpoint? DJ: Affordability. \$75K a space to build structured parking, amortize that, cost per door is a

significant increase in rent. It is really an affordability issue. Under inclusionary zoning, if you put in affordable units, you don't have to put in any parking. Many find, it is more affordable to park on the street, which will change as more and more neighborhoods fill up. Dave: density will go up, we have been right next door to downtown all these years, and are now feeling it. It is public right-of-way, people from outside the neighborhood have a right to park on public streets. Lynne: the whole public is paying for public streets. Audience comment: does not think that someone going to the airport has a right to park on a neighborhood street. Lynne: would like to see a meeting on transportation alternatives; it costs \$6,000/year to have a car, have lots of options for that money. DJ and Dave been talking about having a meeting in the spring. DJ: can rent a car for 120 days on the weekends. Audience comment: it can be cheaper to rent a car than pay for insurance. DJ: even buying the rental company's insurance policy. To be discussed in a future meeting.

- Dave Brooks thanks everyone for attending.

Adjournment at 9:06 p.m.

**Relevant Documents
(see attached)**

Sullivan's Gulch Neighborhood

Land Use and Transportation Committee

General Neighborhood Meeting Winter - 2018

Land Use and Transportation Committee Report

- Members wanted
- Bus Stop Changes
- Parking

What We Do

- Monitor City Planning/
Transportation Initiatives
- Monitor Development
Projects
- Neighborhood Planning



City Planning Projects

- Portland Pedestrian Plan Update
- Broadway-Weidler Corridor Plan Update
- E-Zone Updates
- Residential Infill



Development Projects

Monitoring

- Gordon's Fireplace Bldg Renovation
- Grant Park Village Phase III?



SG-LUTC

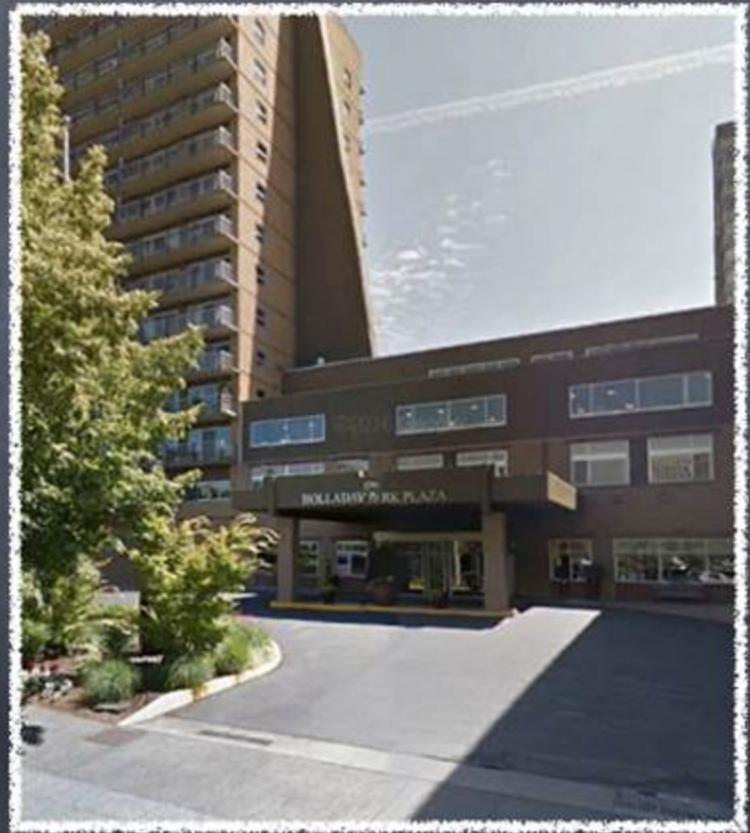
Meetings

Holiday Park Plaza Club
Room

1300 NE 16th Avenue

4th Thursday 6:30-8:00 PM

www.sgna.org



TRIMET

Bus Stop Consolidation and
Enhancements

TRIMET

What is the issue?

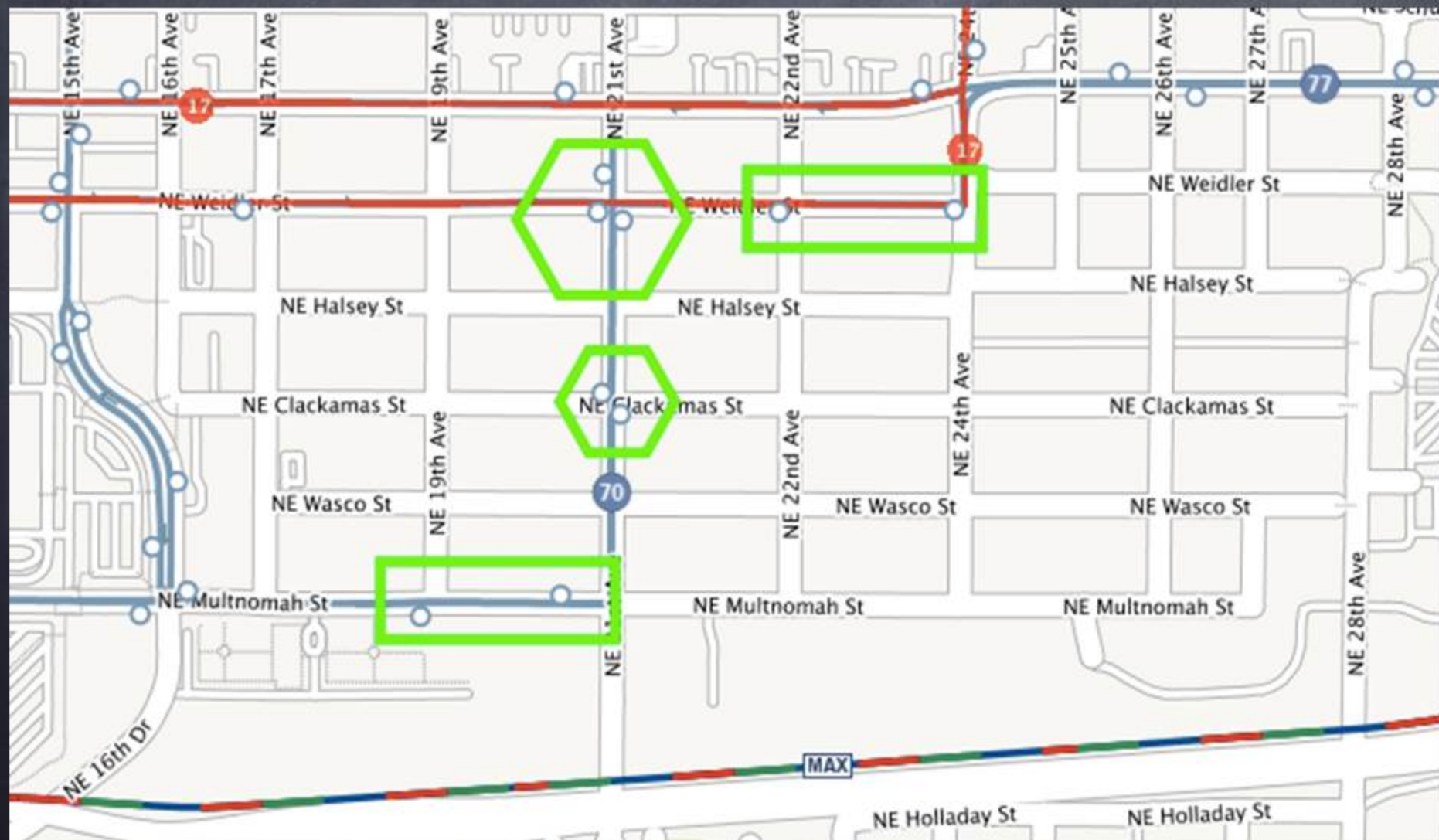
Stop spacing on the #70 Route

Stop conditions on NE 21st and on Weidler

Drivers fall behind schedule in SGN

TRIMET

Stops under review



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Multnomah Stops: shift stop at 21st west closer to 19th Avenue.



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21st / Clackamas Stops: shift back to fit with new crosswalk and improve landing pads.



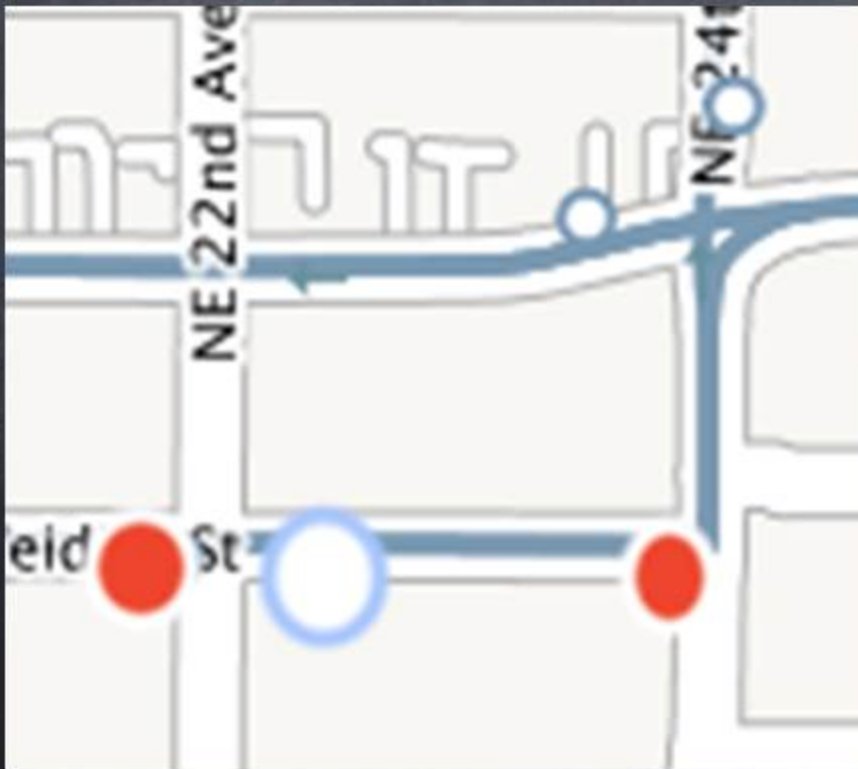
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21st/Weidler Stops: Close the #70 stops on 21st Avenue; keep and enhance the #17 stop on Weidler.



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Weidler Stops: Shift and enhance the #17/77/70 stop at 22nd Avenue to the east side of the intersection; close the #70/77 stop on Weidler at 24th Avenue.



TRIMET

Discussion: Comments? Concerns?