

# SMILE Board Meeting Minutes

February 21, 2018

SMILE Station

Main Website

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

Procedural

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

**OFFICERS PRESENT:** Joel Leib, President; Pat Hainley, Treasurer; Eric Norberg, Secretary

**BOARD MEMBERS PRESENT:** Elizabeth Milner, Bob Burkholder, Elaine O’Keefe, Miriam Erb, Tim DuBois, Kevin Palmer, Kim Borcharding

President Joel Leib called the meeting to order at 7:33 p.m., asking those present to introduce themselves, around the room. He then asked the Board to review the minutes of the January 17th Board Meeting. A refinement was requested in the presumed Board intentions with regard to its reaction to Rich Newlands’ presentation on traffic management options to address Sellwood cut-through traffic and traffic congestion on S.E. Tacoma Street in commute hours; and a request was made to modify a reference to a local resident whom a Board member had approached for a possible part-time position promoting our facilities; and then Bob Burkholder moved the minutes be approved as thus amended. Kevin Palmer seconded the motion; and the minutes was approved with two abstentions and no “nays”.

First on the agenda was SMILE Land Use Committee Chair David Schoellhamer, presenting two proposed letters to the city from the SMILE Board, both of which were developed by the Land Use Committee for Board approval and submission. The first letter (incorporated into these minutes by reference) dealt with a minor change involving zoning adjustments (R2.3 to R1, in the area from S.E. 18th to McLoughlin Boulevard, north of Insley). After Schoellhamer’s explanation, Tim DuBois moved the letter be approved and sent; Elaine O’Keefe seconded the motion; and the vote by the Board was unanimously in favor.

The second letter, designated the “Better Housing by Design Project letter” and also incorporated into these minutes by reference, was more complex. Schoellhamer presented a PowerPoint presentation to elucidate 21 detailed proposed zoning rules in this project, with explanations, while answering questions. Extensive discussion and observations on all points in the letter was volunteered by Board Member Tim DuBois. Eventually Eric Norberg moved the letter be approved and sent, and Kevin Palmer seconded the motion. In the following discussion period, some modifications were proposed and approved, reflecting description of the use of Accessory Dwelling Units (ADUs), plus a few minor wording changes and typographical corrections. The question was then called, and the vote was ten in favor, and one opposed. The motion to send the letter, with the agreed-upon subsequent amendments, was approved.

Scott Kelly, SMILE Transportation Committee Chair, was next to present – on a letter to the city developed by the Transportation Committee for presentation to the Board for approval and transmission. The letter endorsed the use of Milwaukie Avenue between Reedway and Mitchell Streets, on both sides, for bike commuter traffic during the

Springwater Trail closure this summer – these temporary bike lanes would replace all parking on Milwaukie on both sides of the street between Reedway and Mitchell. Tim DuBois moved the letter be approved and sent, Bob Burkholder seconded, and the motion carried with ten votes in favor and one opposed.

Scott Kelly then went on to discuss an area parking permit program from the PBOT-managed “stakeholder advisory committee” (on which SMILE Vice President Gail Hoffnagle was a participant) that was accepted as a “technical reference document” by vote of the Portland City Council on January 24.

The document features “8 toolkit shelves” of various levels of intervention. Of specific interest to SMILE would be the potential use of a pilot program for issuing parking permits in sections of a neighborhood where street parking has become more contested by drivers, and less available in general. Although the document contemplates these permits as a way for residents to be able to park on the street when out-of-area commuters park at the curb all day in order to take transit, it could perhaps also be used when a large number of new apartment houses have been built in a neighborhood while providing no on-site parking, thus resulting in the same sort of situation. Details of such a program have still not officially been decided. It was noted that Portland City Commissioner Eudaly has specifically said that she would like the renters in these apartment houses to have first priority for such permits, which would seem to turn the intent of the suggested program on its head; but so far the other City Commissioners are not supporting this preference, at least openly.

Scott’s question to the Board, then, was: “Do we want to investigate having such a pilot program in our community?” Brooklyn reportedly is interested in doing so.

Elaine O’Keefe suggested north Westmoreland as a possible participant. Elizabeth Milner, however, related that she had previously lived in the Goose Hollow neighborhood downtown where such permits were in use, “and I HATED it.” She said she “would never recommend it to ANYBODY”. She observed that this sort of permit, at best, allows a permit-holder to hunt for a place to park where he or she could take advantage of the permit, and did not guarantee that a space would be available. Scott concluded by pointing out that this presentation was for our own information only, and no recommendation had been made on the matter by the Transportation Committee.

Bob Burkholder then arose, per the agenda, to present on a proposal by the SMILE Emergency Preparedness Committee, of which he is Chair. The Committee wants to keep its cache of emergency supplies (to be accessible to N.E.T. for use in the event of disaster) on SMILE Station property – and proposes a spot against the building’s south wall, between the two windows at the east end, for a lean-to shed which the Committee would construct at its own expense for the purpose.

The Board was generally favorable to the idea, but it appeared that other SMILE Committees may also be interested in sharing such a space with their own paraphernalia, such as garden tools; and there was sentiment that perhaps it would be better to build a larger shed in the back (east end) of the SMILE property on the south side of SMILE Station to permit that. No decisions were made at this time.

Although the meeting was already well past adjournment time, Jim Friscia – former SMILE Board Member, and for twenty years the Chair of the weekly July concert series in Sellwood Waterfront Park, in cooperation with the Parks Department – and Charles Leatherwood from Tom Dwyer Automotive, a major sponsor of the concert series in the past – had asked for a short opportunity to speak before the meeting ended.

The problem they wanted to call to SMILE’s attention is that new leadership in the Parks Department has now decided that the benefits to local sponsors should be sharply reduced, starting this year, unless substantially more money is paid in sponsorship; the \$300 sponsorship level is to continue with basically no benefits for sponsors, and the \$1,000 level will continue with very limited benefits for sponsors, but the \$600 sponsorship level has been totally removed, and a new \$2,500 sponsorship level will be the one that includes the benefits for sponsors that previous sponsor levels have had. Leatherwood remarked that the need to pay so much more money to receive any benefits might prevent Tom Dwyer from continuing sponsorship, and might so discourage local sponsorship that the concert series might not be able to continue here.

Friscia observed that the Parks Department apparently prefers that its “Summer Free for All” sponsors (that’s the overall name under which all Parks’ summer free public programs are presented) participate in *all* its events across the city in the summer, which would leave sponsorship feasible only to major corporate entities.

Jim also said that if we want our July concerts to continue here, and as usual file our application for them, the application could actually be turned down, since our neighborhood is not considered “disadvantaged”, and disadvantaged neighborhoods would have precedence if there needed to be a choice. The concerts’ two-decade tradition here, and their history of strong local support, would not matter in that case.

SMILE, which itself has been a regular sponsor of this event, would be affected. After some discussion, Friscia expressed interest in the independent concert committee he heads becoming an ad-hoc committee of SMILE, and as a nonprofit entity with roots in the community, it certainly could qualify for that, as have other independent community committees in the past.

No decision was made on that point at this time, but further discussion and consideration of the proposal is expected at the March SMILE Board Meeting.

With that, President Joel Leib announced the meeting as being adjourned at 9:56 p.m.