

Island Station Neighborhood District Association (ISNDA) –

Wednesday, November 19th, 2014 Meeting

11 Neighbors Attending:

Lisa Batey, Cid Blasé, Milo Denham, Pam Denham, Gary Michael, Cindy Miguel, Karin Power, State Representative Carolyn Tomei, David Tyler, Yvonne Tyler, Mary Weick

3 Visitors:

Milwaukie Police Chief, Steve Bartol

Frank Hemer and his wife, Michelle, hosts and board members of the Milwaukie Museum.

Opening

Karin opened the November 2014 ISNDA meeting at the Milwaukie, Museum.

Frank and his wife, Michelle, provided the group with cookies, coffee and apple cider.

Prior Meeting Minutes

Milo passed out paper copies of the minutes, and pointed out that the second half of the notes on Sidewalks had been updated since the minutes were e-mailed out to the ISNDA e-mail distribution list.

After reviewing the minutes, Pam moved and Karin seconded approving the prior month's minutes as handed out. Motion passed, with one abstention.

Agenda

Karin handed out the agenda and asked for any new agenda items, and there were none.

15 MPH Signs

Karin announced that four 15 MPH signs have been installed in the west side of the neighborhood (below 22nd Avenue). And for that we offer a big thank you to the City.

Sidewalks

Karin opened up the discussion as several emails had been sent subsequent to our September and October meetings on reopening the Dismuke-Deckers sidewalk discussion in the design of their new home at the NE corner of 19th and Sparrow Street.

Pam asked that the City send post cards to get the neighbors on 19th Avenue together to discuss the issue with the City, just as was done in 2009. The focus on the discussion should be 19th Avenue, looking at alternatives to sidewalks.

Karin noted that 19th Avenue is a bike/pedestrian greenway, which also runs up Sparrow Street to 22nd Avenue.

Gary has kindly provided his notes to be incorporated into this record:

1. Five years ago the neighborhood dealt with the issue of sidewalks on 19th. We thought that the City understood the nearly total opposition to sidewalks on 19th and agreed that we should have a street master plan.
2. Now we have the City again pushing for a sidewalk on 19th near Sparrow, totally forgetting or ignoring the neighborhood's wishes, and ignoring that the City Code states that "Flexibility, on the other hand, gives the City the ability to design streets that are

safe and that respond to existing street and development conditions in a way that preserves neighborhood character.” Nothing has changed in five years that make sidewalks desirable.

3. Five years ago we heard from many who think the street is fine the way it is-safe, with very little traffic. Just recently we have learned about a type of street called “woonerf” (a Dutch name) – a street shared by pedestrians, bicyclists, and cars – with pedestrians having priority over cars. This is very close to what we have now, and I believe there would be a lot of support to formalize this concept with the City. Let’s persuade the City to let the property owner at 19th and Sparrow build without a sidewalk until the woonerf idea is fully explored.
4. To many of us, the Fee In-Lieu of Construction, if it is based on the typical half street improvement with curb, sidewalk, etc., makes no sense if the half-street “improvement” is not needed or wanted in a particular situation. There must be a rational way to determine the fee in a non-typical case.
5. This issue is far too important to be dealt with in a couple of neighborhood meetings attended by only a few (6-8) residents.

Gary went on to talk about the “woonerf” concept.

- In a woonerf, the street is shared among pedestrians, bicyclists, and motor vehicles; however, pedestrians have priority over cars. The street is designed without a clear division between pedestrian and auto space (i.e. no continuous curb), so motorists are forced to slow down and travel with caution. I hope that we can band together to encourage the woonerf idea.
- Woonerf ingredients
 1. Clear and distinct entrance
 2. Shared surfacing (no curbs/sidewalks)
 3. Use traffic calming, but design with emergency responders
 4. On-street parking
 5. Incorporate outdoor furnishings and landscaping, such as a neighbor who has a book box next to the street with a bench
 6. Fewer than 100 vehicles per peak hour
 7. Should be less than 1,968 feet long. 19th Avenue is just 4 blocks long, or 1,400 feet. 19th Avenue leads from one park to another.

Carolyn read excerpts from the letter the City wrote in 2009 (the full letter is attached).

- City staff sent postcards inviting all the residents along 19th Avenue to meet and discuss ideas about the neighborhood streets and their preference.
- Thirty eight people signed the sign-in sheet and 12 comment cards were submitted.
- The majority of those in attendance expressed strongly that they did not believe a pedestrian facility along 19th Avenue was needed or a good idea.
- A vote was taken at the end of the meeting and 25 people indicated they did not want a pedestrian pathway along 19th Avenue and 4 indicated they thought it was worth looking into further.
- The City acknowledges that pedestrian facility along 19th Avenue is not preferred by the majority of residents.
- In the long-term, the city agrees that a master plan for the neighborhood’s transportation ways would be ideal, but the City is not equipped to start such a process in the near future, but would like to continue discussions with Island Station about a future street planning process.

On another note, Carolyn announced to the group that she had signatures from 33 people who do not want sidewalks on 19th Avenue. She gave the petitions to Karin to share with the City.

Lisa commented that at the meetings five years ago, there were two plans presented and one plan included turning 19th Avenue into a one-way street with sidewalks on one side of the street. She asked if we could think outside of the box, and said she thought that the TSP allows for thinking outside of the box.

Karin said that she had talked with Adria and that per Adria's e-mail, she was open to having the group vote on the issue.

Cindy asked if there was any way we could get the City to allow the new neighbors to begin building their new home without making a decision on whether to require a sidewalk. She felt this would allow the new neighbors to get started with their construction, and give the City time to work on the issue.

Lisa referred the group to the handout she had provided earlier (see attached). She sees sidewalks as a net benefit to a neighborhood.

Carolyn said she felt safer walking in the street, because it forced people to slow down. She thought that sidewalks gave motorists a sense that they could drive faster because they expected people to be on the sidewalk, not on the street. She also felt that people like the funky characteristics of the street.

Cid felt it was up to the new neighbor to apply for the FILOC program, it was their choice. She thought we should communicate that the neighbors don't support sidewalks on 19th Avenue.

Cindy wanted to be sure the neighbor knew that we support them in building their new home. Is it possible to ask the City to grant a building permit and make the decision on a sidewalk later?

Pam moved, "The ISNDA supports the new neighbor at 19th Avenue and Sparrow Street in their application to the FILOC program, if they so choose." Carolyn seconded the motion. The motion passed 9 to 1. Then there was a motion by Carolyn to amend the motion by adding, "There are 33 residents on SE 19th Avenue who signed a petition this week stating they are opposed to sidewalks on SE 19th Avenue." The amendment passed 6 to 4.

In the discussion on the amended motion, before the vote on the amended motion as a whole, a member felt that this amendment muddies the original motion, and another was concerned about the language and how it comes across, as several felt it was pushy. Carolyn, author of the amendment, felt the amendment was important because the decision on sidewalks impacts the entire street and wanted to send the City a message as such.

The vote on the amended motion in its entirety was called and passed, 6-2-2, with 6 voting yes, 2 voting no, and 2 abstained.

Police Report

Steve Bartol, Chief of Police, gave this month's report

The accident on 99th at River Road, in which the victim lost a leg was found not to be a criminal event. The police conducted toxicology tests, examined cell phone data to see if the

driver was possibly using their cell phone – but found no evidence of cell phone use, and conducted many interviews of witnesses. It appears that the driver, returning home from work, fell asleep at the wheel. They will be cited for Careless Driving.

The police department is talking to City Council about the need to increase staffing and to acquire radios.

There was a meeting about jurisdiction on Elk Rock Island, hosted by State Representative Carolyn Tomei. Elk Rock Island is owned by the City of Portland. He noted that this was the first time that Portland Parks and Recreation had come to the table in discussions with the Milwaukie Police.

We need to think of the City of Portland as we do any other landowner in Island Station. To this end, a landowner needs to be respectful of their neighbors. If they allow activities to occur on their property that adversely impact their neighbors, then the police will use various methods to correct the behavior.

The Chief's goal is to get the City of Portland to take responsibility for activities on the island – their property.

He noted that they are a unique land owner, in that they have Park Rangers that they can deploy to enforce their rules for the use of Elk Rock Island, such as no camping and no fires.

Chief Bartol noted that law enforcement on Elk Rock Island is problematic for the Milwaukie Police force, as they typically only have 3 police officers per shift (they are working to get 5 more officers through their training, required before they can start, but that will not dramatically increase patrol numbers). If they go out on the Island to enforce Portland Parks and Recreation rules, and there is a police call that they need to immediately respond to, then they have to run back through Spring Park to get to their car to head out on the call. And with Elk Rock Island at one side of the City, a call to the other side of the city can be problematic in attempting to get there in a timely fashion.

Christmas Ships

Karin noted that the parking in Riverfront Park (which some are calling Milwaukie Bay Park) will not be completed in time for the Christmas ships on December 20th. She asked if there was any interest in offering parking to those driving to downtown Milwaukie to see the Christmas ships on Milwaukie Bay. Several people noted that some of the residents would be having Christmas parties to watch the ships, so the parking in the neighborhood would be limited.

Committees

Karin noted that Lisa will be stepping down from the Land Use committee in late December, as she will become a City Councilor in early January. She noted that Pam Denham and Ellen Chiamov are also on the committee, but she is looking for a volunteer to replace Lisa.

In addition, Karin told the group that she will be stepping down from the Kellogg Good Neighbor Committee, as she will also become a City Councilor in early January. The GNC committee has a prescribed membership with one councilor and two neighbors from Island Station. Membership on this committee must be approved by the City Council. Milo expressed an interest in serving on the GNC, as he has attended about six meetings over the past nine months or so.

Treasurer's Report

Cindy reported that she recently paid Gary for the band that provided music at the picnic. She would be paying the Milwaukie Museum the \$100 agreed to at the last ISNDA meeting. And has paid the American Legion \$500 to support the traveling Vietnam Memorial Wall's visit next summer. We still owe \$100 for the face painting at the picnic.

This leaves a balance of \$10,499.85.

Cindy moved that we offer support to the young lady who lost her leg, and give \$500 to the fund that has been started to help her. Lisa seconded the motion and it passed unanimously. Police Chief Bartol said he would provide us with the name of the fund and where to send the money. Milo asked the group what category this expenditure would fall into, and directed the members to the end of their copy of the draft of the October minutes. After a short discussion category 4 was selected.

Spending Categories

These are the four categories that each expenditure needs to be binned into.

1. Neighborhood Organizing/Organizational Development
2. Neighborhood Physical Improvements
3. Neighborhood Preservation
4. Neighborhood Cultural, Social and Recreational Initiatives

See explanation for the four categories at the end of this month's minutes.

Communications

It was noted that we have a "neighborhood" website, called NextDoor. Karin has set it up for the Island Station neighborhood and several of those attending said they had joined.

Meeting was adjourned.



Dear Island Station Resident,

December 17, 2009

Thank you for attending the meeting on November 12, 2009 to discuss possible pedestrian facilities on 19th Avenue. At that meeting, Gary Parkin, the City's Engineering Director presented two initial ideas for how a pedestrian facility could be installed along 19th Avenue—with both a one-way and two-way street option.

He explained that the City's current transportation code and our Transportation System Plan (TSP) call for pedestrian facilities on all the streets in Milwaukie. In the case of 19th Avenue, our current code and TSP would require—at minimum—some kind of pedestrian pathway on one side of the street. This could be a narrow four-foot paved pathway instead of a 6-foot concrete sidewalk and curb with a planter strip. Typically these kinds of improvements are built incrementally as new development or redevelopment triggers the code requiring the developer to install such improvements along their frontage. Sometimes a fee-in-lieu-of-construction payment is accepted instead of requiring the developer to build the improvement. The fee can be used to construct improvements on the same street or elsewhere within the neighborhood within 10 years.

Along 19th Avenue, the property owners at 11907 SE 19th Avenue approached the City to explore what would be required to subdivide their property. One requirement is for street frontage improvements. This led to a discussion as to the appropriateness and/or need for pedestrian facilities along 19th Avenue as well as throughout the Island Station neighborhood.

City staff sent postcards inviting all the residents along 19th Avenue to meet and discuss ideas about the neighborhood streets and their preferences. Thirty-eight people signed the sign-in sheet and 12 comment cards were submitted. Several letters were also submitted to staff at that meeting. The majority of those in attendance expressed strongly that they did not believe a pedestrian facility along 19th Avenue was needed or a good idea. It was also clear that a one-way street option was also not preferred by the neighborhood. A vote was taken at the end of the meeting and 25 people indicated they did not want a pedestrian pathway along 19th Avenue and 4 indicated they thought it was worth looking into further.

On December 10, 2009 Gary Parkin returned to the NDA meeting with an update. Here is a summary of what was shared:

- The City acknowledges that pedestrian facility along 19th Avenue is not preferred by the majority of residents.
- The City will not require the applicant on 19th Avenue to build such a facility along their frontage.
- An appropriate fee-in-lieu-of-construction payment will be determined at the time of the application submittal, if the applicant so desires.
- In the long-term, the City agrees that a master plan for the neighborhood's transportation ways would be ideal.
- The City is not equipped to start such a process in the near future, but would like to continue discussions with Island Station about a future street planning process.
- In the meanwhile, City staff is happy to continue the discussion and respond to questions.
- The Planning Department has been made aware that a street planning effort in Island Station is desired by the residents.

Attached is an internal memo outlining the technical components of this project.

If you have any further questions please contact the City's development engineer Brad Albert at (503) 786-7609.

Sincerely,

Beth Ragel
Community Services Program Coordinator
Island Station Staff Liaison
ragelb@ci.milwaukie.or.us
(503) 786-7568

Streetscapes for 19th Avenue



Quaint and charming?



Is the corner on the right less attractive or less inviting than the one on the left?

Sidewalks increase property values:

Interest in sidewalks is so keen that they've become a factor in home prices. For example, in a scenario where two houses are nearly identical, the one with a five-foot-wide sidewalk and two street trees not only sells for \$4,000 to \$34,000 more but it also sells in less time.

A well-constructed walkway for a typical 50-foot-wide residential property might cost a builder \$2,000, but it can return 15 times that investment in resale value.

<http://www.aarp.org/content/dam/aarp/livable-communities/documents-2014/Livability%20Fact%20Sheets/AARP-Livability-FactSheet-Sidewalks-82514.pdf>

Alternatives to traditional sidewalks: There are growing numbers of "woonerfs" or "living streets" going in across the country that are streets where cars are expected to be secondary to pedestrians and to move at

pedestrian speeds. Here are some links and some photos (but if you google "woonerf" and "living streets" - aka "home streets" in the UK -- you'll get lots more of both)

http://nacto.org/docs/usdg/woonerf_concept_collarte.pdf

http://www.thestar.com/news/gta/2010/01/20/how_streets_look_good_naked.html



Aspen



Germany



plans for Newport

Island Station Officer & City Committee Member List

This list is provided to assist Island Station neighbors to understand who they can contact within our neighborhood regarding certain City matters. You can also visit the City of Milwaukie website for additional committee and board contact information.

ISNDA Officers:

Karin Power, Chair; Cindy Miguel, Vice Chair/Treasurer; and Milo Denham, Secretary
In December Lisa will step down from Land Use and Karin from KGNC, as they join the City Council in January.

City Committee & Board Members:

- **Kellogg Good Neighbor Committee:** Charles Bird; and Karin Power
- **Land Use Committee:** Lisa Batey; Ellen Chaimov; and Pam Denham
- **Moving Forward Milwaukie:** Alicia Hamilton, Lisa Batey (alternative)
- **Public Safety Advisory Committee (PSAC):** Meg Elston-Power
- **Milwaukie ArtMob:** Rebecca Banyas

ISNDA Ad-Hoc Committees:

- **Emergency Preparedness:** Jo Anne Bird
- **Traffic Calming:** Charles Bird; Meg Elston; and Milo Denham
- **Public Restrooms in Parks:** Pam Denham; Bill Hoelz; and Cid Blasé
- **Access to ISNDA Communication:** Pam Denham; Cid Blasé; and Carolyn Tomei

If you don't wish to serve on a committee or board, please inform an Island Station officer so that we can find a replacement for you. Thank you!

Use of NDA Funds Categories

1. **Neighborhood Organizing / Organizational Development**
 - Activates, services and materials that generate new neighborhood membership, grow the organization to educate neighborhood leadership toward the organization's development and continued operation
2. **Neighborhood Physical Improvements**
 - Materials and services to be used toward playgrounds, minor park improvements, community gardens and other facilities, neighborhood markers, identity signs, banners, trash cans, benches, etc.
3. **Neighborhood Preservation**
 - Materials and services that sustain or enhance the health, public safety and welfare of the neighborhood such as crime watch, traffic management, or home weatherization programs; or contribute positively to the neighborhood aesthetic quality such as design guideline development, community property maintenance programs or beatification programs.
4. **Neighborhood Cultural, Social and Recreational Initiatives**
 - Materials and services that promote diversity, family literacy programs, neighborhood computer labs, after school enrichment programs, youth athletic leagues, career preparation, services for the needy, disabled or elderly and cultural activities such as music, dance, or art programs.