



## Overlook Neighborhood Association General Meeting

### AGENDA

~~Tuesday, February 20, 2018~~

Thursday, March 1, 2018

6:30-8:30 p.m.

Kaiser Town Hall

3704 N Interstate Ave.

TIME	TOPIC	EXPECTED OUTCOME	PRESENTER
6:30	Welcome and Introductions		Trejbal
6:35	2054 N Killingsworth and 5833 N Maryland development proposal	Awareness	Kevin Cooper
6:55	Works Partnership Architecture building	Awareness	Dave Mojica
7:15	Micro-apartments at 5134 N Interstate	Awareness	Giovanni Sidari
7:40	Break	Catch breath	
7:45	Street parking permits	Vote on application	Trejbal
7:55	Graffiti abatement funding letter	Vote on letter	Trejbal
8:00	Board updates	Awareness	Board members
8:15	Public comments	Discussion	All
8:30	Adjourn	Go home	Trejbal

#### Upcoming OKNA Meetings:

Board Meeting  
March 6, 6:30 p.m.  
Historic Overlook House

General Meeting  
March 20, 6:00 p.m.  
Kaiser Town Hall

*The Overlook Neighborhood Association's general meetings offer all OKNA members a chance to learn more about Overlook, meet neighbors and discuss issues important to our neighborhood. We strive to create an environment in which all visitors are welcome and all people are treated respectfully.*

## **Guidelines for OKNA meetings**

*The Overlook Neighborhood Association requests that all members and guests follow these guidelines in order to create a positive environment in which everyone has an opportunity to participate.*

- Be respectful of others and use respectful language.
- Speak only when called upon or recognized by the chair.
- Keep side conversations to a minimum.
- Respect speaking time limits.
- When someone has the floor, allow them to finish their comments without interruption.
- Listen with willingness to hear other points of view.
- Explain acronyms and abbreviations. Not everyone starts with the same knowledge base, but everyone deserves a chance to participate fully.
- Keep your comments brief and to the point.

*OKNA welcomes refugees, immigrants, people of any color or ethnicity, people of any religious belief, and people of any sexual orientation or gender identity. In short, we are a welcoming place for all. We will not tolerate hateful rhetoric that scapegoats these communities or that threatens our neighbors. We will not remain idle when any member of our community is targeted by bigotry. We are stronger together as a neighborhood and city.*

# Street Parking Permits

The Portland Bureau of Transportation (PBOT) is seeking interested neighborhood associations to participate in up to two new Area Parking Permit (APP) zone pilot projects.

The APP Program was established in 1981 to help residents in non-metered areas address parking demand in their neighborhood due to commuters. This is done through a permit system that limits those commuters who don't live or work in that area. Those who do have businesses or live in the area may apply to purchase a permit, allowing parking beyond the visitor limit.

On Jan. 24, the Portland Bureau of Transportation (PBOT) asked City Council to allow staff to engage the community to establish new permit pilots to help better manage parking in high demand areas of the city due to residential/commercial growth. Council approved the request for up to two new APP zones.

These pilots will assist the city to determine what works and what doesn't for implementing a new zone that also includes limiting the total number of permits in an area, limiting permits issued per residence, or charging a permit surcharge to be re-invested into the APP zone to reduce parking demand.

We are asking neighborhoods to provide a letter of interest that answers the basic information required to establish a permit zone. The request should be on association letterhead and include a description for each of the following:

- What is the parking problem?
- What do stakeholders believe to be the probable cause of the problem?
- What are the proposed boundaries of the congested area for an APP zone?

Once the letter of interest is received by PBOT, the request will be processed to determine neighborhood support for participating in a pilot permit zone and occupancy data will be collected by PBOT.

Key criteria to consider when submitting a letter of interest:

- The area requesting the Area Parking Permit (APP) zone must work through its neighborhood association and/or business district association.
- The City must agree, based on data collection, that on-street parking spaces in the area are 75% occupied at least four days per week.
- The City Traffic Engineer must agree that the Area Parking Permit (APP) zone would promote benefits within the designated area that may include reduced traffic congestion and increased pedestrian safety.

# Graffiti Abatement Program Support Letter

Dear Mayor Wheeler, Commissioners Saltzman, Fritz, Fish and Eudaly, and Director Rhee,

At its general meeting on March 1, the Overlook Neighborhood Association voted to encourage Portland City Council and the Office of Neighborhood Involvement to maintain funding for ONI's Graffiti Abatement Program. The "5 percent" cuts proposed by ONI's Budget Advisory Committee would eliminate the Graffiti Abatement Program to the detriment of neighborhoods and our city as a whole.

The ONI budget advisory committee recommended cutting the program because it allegedly "does not align with ONI's mission." On the contrary, maintaining livability in our neighborhoods is precisely within the scope of ONI's mission, which states in part that it is to build "safe and livable neighborhoods and communities." Graffiti abatement does this more so than other programs Council has placed within ONI such as recreational marijuana regulation and managing publicly financed political campaigns.

Graffiti has long been a problem in Portland. But, in the past 3-5 years, there has been explosive growth in graffiti. The growing presence of graffiti affects us all; it adds to the increasing sense of loss of control and sense of safety in our environment and our neighborhoods.

For years, the Overlook Neighborhood has successfully worked with the Graffiti Abatement Program through our neighborhood cleanups and other efforts to remove tags and other marks painted in public spaces. The abatement program has provided guidance, supplies and support. Juliette Muracchioli, the Program's only full-time employee, has been especially helpful.

Eliminating the Graffiti Abatement Program would seriously hamper morale and set us back in our efforts to fight and clean up Overlook. There is no other program or resource in Portland we can look to for getting the kind of guidance and assistance that we get from the Graffiti Abatement Program. The program is completely in line with ONI's Mission to foster civic engagement and improve livability. We respectfully urge you to maintain this program and its funding.

As Commissioner Chloe Eudaly, Director Suk Rhee and the Council seek to address the mayor's 5 percent cut requirement within ONI, other items in the proposed budget warrant consideration. The Graffiti Abatement Program costs \$407,980. ONI, meanwhile, proposes spending far more – \$750,000 – on a new emergency preparedness awareness program. OKNA vigorously supports emergency preparedness as demonstrated by our strong Neighborhood Emergency Team (the best in the city), but that is a job already handled by the Portland Bureau of Emergency Management and need not be co-opted by ONI. Likewise, \$181,304 for a new communications specialist is unwarranted when money is in short supply.

We do not envy you having to balance a budget with so many competing needs, but there are better places to cut than Portland's successful Graffiti Abatement Program.

Sincerely,

Christian Trejbal

Chair, Overlook Neighborhood Association