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South Park Blocks Framework Master Plan: Property Owner Interview Summary

Portland (Or.). Development Commission

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SOUTH PARK BLOCKS FRAMEWORK MASTER PLAN

Property Owner Interview Summary

PROPERTY Al Kadar Shrine
ADDRESS 1119 S.W. Park Avenue
PERSON[S] INTERVIEWED Paul Eckelman, Fred Grigsby
INTERVIEW DATE April 24, 1980

The main entrance to the temple is off of Park Avenue. At least drop-off access is therefore required at the front door. There are various sub-tenants along Main street that should also retain vehicular access.

If parking is to be removed from surrounding streets, additional parking is required. This facility is rented for large functions [rooms, etc.] and parking is a problem.

The adjacent parking lot could be developed in the future for housing or commercial, but the need is for parking and any development plans would have to recognize this fact.

Security is a major concern. A person has been stationed to control entrance at the front door. The horse patrols have been very effective and continued efforts are fully supported.

Facilities in the Park could be useful to the various groups using the temple.

The temple has been approached by various groups about purchasing the temple but there is no intent to do so at this time.
This project has been slowed due to the current economic situation. It is expected to be built as soon as conditions warrant.

The “low” building abutting S.W. Park Avenue [east] is a townhouse configuration with the majority of entrances off of Park. This building is against the property line and has no accommodation for plantings. A rearrangement of the ROW would be advantageous in providing a buffer against this building.

All access (vehicular as well as main building entrance) is from S.W. Clay. The removal of traffic from S.W. Park would be seen as a positive factor allowing a more direct relationship to the Park Blocks.
SOUTH PARK BLOCKS FRAMEWORK MASTER PLAN

Property Owner Interview Summary

PROPERTY Roosevelt Plaza
ADDRESS 1005 S.W. Park Avenue
PERSON(S) INTERVIEWED T. Barry Brenke
INTERVIEW DATE May 7, 1980

Mostly elderly people live here, some disabled, very few wheelchair access. No problems attracting tenants, the Park is a good draw as well as the location.

The social condition in the Park is the major problem. Anything to make it safe would help. Now only men will walk into the Parks and even then only two at a time.

The Job Corps Center seems to generate a lot of the problems in the Park Blocks with young people circulating back and forth between the two.

The Paramount attracts problem crowds with noise and frequent incidents requiring police supervision. This area should accommodate uses that encourage positive uses in the Park Blocks.

There are little or no vehicular access requirements from Park. Moving vans could use the Salmon St. loading zone. A drop-off area could be useful.

There are virtually no parking requirements for residents. The clientele is here because cars aren't needed and future trends should just reinforce this. Average monthly income is probably $250-300; this doesn't allow automobile ownership.
The restaurant on Salmon does need parking, and complaints are frequently heard about this.

The provision of retail/commercial fronting Park is of principal benefit to the developer, not the special uses surrounding the Park Blocks. As such, and especially in the context of the gradual removal of parking along the Park Blocks, such uses should be prohibited. Are there really such uses that would require only walk-in, no vehicular access?
SOUTH PARK BLOCKS FRAMEWORK MASTER PLAN

Property Owner Interview Summary

PROPERTY Empty Lot
ADDRESS Corner of S.W. Columbia and Park [east]
PERSON[S] INTERVIEWED Jack Jarvis
INTERVIEW DATE May 7, 1980

Current development plans incorporate several levels of residential units above the ground floor, commercial [office and retail] at the ground floor, and one level of parking below-grade for the residences.

Parking would be accessed from S.W. Columbia with the "formal" entry off of Park Ave. A reduction of parking on Park would be supported. Some amount of short-term parking is still needed as well as a drop-off zone. Garbage will also be removed at the front of the building.

Preferably, parking should be removed completely from one side of the street to lessen the "sea of cars" look.

The short-term parking would serve as guest parking for the residences (are exclusive-use spaces available?) and possibly the commercial short-term spaces might be developed on Columbia for the commercial.

The social problems in the Park may be over-rated. As soon as some of the new housing developments occur along the Park, many problems may simply be displaced, especially since several projects are upper income.

There is a possibility to encourage an interior court on this block as this and the development to the south both leave the center open.
SOUTH PARK BLOCKS FRAMEWORK MASTER PLAN

Property Owner Interview Summary

PROPERTY
First Christian Church

ADDRESS
1314 S.W. Park Avenue

PERSON[S] INTERVIEWED
Margaret Metcalf

INTERVIEW DATE
May 7, 1980

The church has a long-standing commitment to remain in this area. The church owns the entire surrounding block which was at one time going to be developed. More recently, the adjacent housing has been renovated and the carriage house was designated an historic structure, so current plans reflect a more static future.

Parking as currently available is not adequate. On-street parking is needed, especially on Sundays. It would thus be difficult to support removal of all parking on the Park Blocks unless alternative spaces are provided. Limited removal could improve the situation of entry as well as a drop-off area for the daycare program.

A daycare program within the building serves 2½ to 6 year olds. A play area to the back of the building is provided but the Park is occasionally used for picnics and the like. A playground in the Park would be a useful addition.

The church could use the Park Blocks as it has in the past; picnics, etc. A bandshell or amphitheater area could be useful for the “Park Blocks Revels” as well as other functions to encourage positive use of the Park; performing arts, ensembles, etc.

There is a senior citizen drop-in center at the church three days a week.
The restriction of retail/commercial uses fronting the Park Blocks is of utmost concern. City parks in general have traditionally provided a business-free area, an oasis, in the city. This generates a unique opportunity for a different environment within the context of the entire city. This could supply the special feeling from which a housing zone or an area with institutional uses could best benefit.

Uses such as retail/commercial should be severely restricted or prohibited. Even if just restricted, how does one allow an “acceptable” sidewalk cafe, but deny an “inappropriate” fast food outlet?
SOUTH PARK BLOCKS FRAMEWORK MASTER PLAN

Property Owner Interview Summary

PROPERTY Rose Marie Court
ADDRESS 1528-32 S.W. Park
PERSON[S] INTERVIEWED Mr. & Mrs. Milstead
INTERVIEW DATE April 22, 1980

Tenants of Rose Marie Apartments primarily (long term) elderly on month-to-month rental.

No parking is provided for tenants.

Very few tenants have automobiles.

Apartments require service access to front of building off of S.W. Park Avenue.

Property is currently for sale and available for redevelopment.

Property owners very supportive of efforts to improve the South Park Blocks and minimize the traffic and parking problems adjacent to the Park Blocks.
Previously planned development of this property has been slowed due to current economic conditions.

Current development plans incorporate residential units above ground floor local commercial uses with sub-grade parking. Any future plans likely would include similar uses.

This block presents an opportunity for full-block development as there are only a few small structures on the whole block. At the present time, this site is planned as a discreet development.

Vehicular access does not necessarily have to be maintained from Park Avenue on either current or possible future plans.

Extended sidewalks or other public improvements could possibly complement adjacent ground floor development at this site. Interest was expressed in working with the city towards a closer interaction of the private and public components of the future development.
The OHS is firm in its long-term commitment to the Park Blocks as an area in which its operations can benefit from as well as contribute to a vital and active urban scene.

The Park Blocks at present are a negative factor. Some groups or individuals that might be attracted to the Museum are influenced to stay away because of the surrounding area.

The police horse patrols have been an “instant success” and should be encouraged.

The Park Blocks can accommodate a variety of uses. A temporary exhibit space could be of use though any art work would have to be “huge and vandal proof,” Play equipment could be accommodated.

The OHS at present has no parking and plans none in the future for Museum visitors. Therefore existing parking on S.W. Park is needed and parking needs should be recognized in any proposed improvements.

Regular vehicular access is required to the main entrance for drop-off by private vehicles and buses.

While recognizing that provision of public restrooms in the Park Blocks would create other problems, the lack of public restrooms in this area forces inappropriate use of adjacent grounds and facilities.

Future adjacent development might include increased Museum facilities as well as possible commercial or residential uses.

Although OHS participated in the closure of Madison between 9th and 10th, a similar treatment between Park and 9th would not be supported due to vehicular circulation problems.
The church is fully committed to remaining on this site. Three-quarters of this block is owned by the church and interest in eventually acquiring the remaining quarter has been expressed.

Parking is and will remain to be an important need. Any future development would need to recognize parking requirements.

Vehicular access to the front of the church is necessary for drop-off, especially for the elderly and infirm.

Vehicular access for adjacent undeveloped properties needs to be maintained.

The church holds several special events through the year including a September picnic and a December "revel" in conjunction with the Art Museum and Historical Society. These are meant to be "family affairs" which bring the best part of Portland to the Park Blocks.

These activities could or do program activities in the Park Blocks and could possibly make use of appropriate improvements to the Park Blocks as well as greater city support.

On June 15, 1980, the historic Sycamore tree is going to have a birthday party that might be a good opportunity to tie into other activities.

There is a day-care center operating here that could use improved facilities (playground or equipment) in the Park Blocks.
SOUTH PARK BLOCKS FRAMEWORK MASTER PLAN

Property Owner Interview Summary

PROPERTY
Paramount Theater

ADDRESS
1037 S.W. Broadway

PERSON[S] INTERVIEWED
John Haviland

INTERVIEW DATE
April 22, 1980

Increased programmed use of the theater would assist in reducing undesirable activity in northern-most blocks.

Service access to the theater is required on S.W. Park between S.W. Salmon and S.W. Main.

Vehicular traffic needs to circle around Paramount.

Crowds associated with concert activities are not causing as many problems as in recent years. These crowds tend to enter area to attend an event and then disperse from area.

In general, the Park Blocks need an overall improvement of facilities. Landscaping improvements do not necessarily need to be of a traditional treatment.
**SOUTH PARK BLOCKS FRAMEWORK MASTER PLAN**

Property Owner Interview Summary

**PROPERTY** Park Haviland Apartments

**ADDRESS** 712 S.W. Salmon

**PERSON(S) INTERVIEWED** John Haviland and

**INTERVIEW DATE** April 22, 1980

Service access is required for Park Haviland and Heathman Hotels primarily off of S.W. Salmon.

Improvement of street lighting at the intersection of S.W. Park and S.W. Salmon would help improve security in this area.

The hotel houses primarily an elderly population on fixed incomes. The hotel houses primarily a transient population.

The hotels near S.W. Salmon are in need of parking for customers. One option to meet this need and that of other residents of the area might be an underground garage (similar to O'Bryant Square) located in the block between S.W. Salmon and S.W. Main.

Physical improvements (possibly associated with a garage) should be made to the last block. These improvements could include fountains and upgraded landscaping.

Both hotels experience numerous problems with street people who use and abuse bathroom and lobby areas. The street people do not appear to be associated or drawn to the area because of adjacent properties.
There are presently no parking facilities for either Museum-goers or staff. Parking is badly needed as public use of the Museum has been discouraged by the parking difficulties. Greatest parking needs occur weekends, nights, and for buses during weekdays.

Parking is not required directly at front entrance although a drop-off zone must be provided. An arrangement to effect a “plaza” entry on Park has been discussed and would be supported. However, removal of all parking in front would not be appropriate until general parking needs can be addressed.

Continuing acquisitions raise the question of future expansions, where and how they might occur. The Museum would like to stay in the immediate vicinity. Several existing functions may also need improved facilities. The Library, for instance, could benefit from a more accessible location.

The areas immediately surrounding the Museum need improvement and greater use. The “Sculpture Mall” is underutilized, the Parks need more activity.

A cafeteria or coffee shop would be a good addition to encourage both greater use of the area as well as accommodating the needs of visitors.
The Park Blocks could provide a resource for a variety of programs such as the “Summer in the Parks” series planned for this summer. Services, electricity and possibly water, are needed for many programs. A hard surface, amphitheater or stage could be effectively used.

The Film Study Center has been very effective and might use the Park for some programs.

An emphasis on placing art outside the Museum walls was expressed and the use of art in the Park Blocks could be encouraged. The Art Museum would thus increase its physical presence in the area as well as providing needed public art.

A play space in the Park Blocks would be a good feature if it populates the Park with good influences.
Property Owner Interview Summary

PROPERTY St. James Lutheran Church
ADDRESS 1126 S.W. Park Avenue
PERSON[S] INTERVIEWED Rev. Joe Smith
INTERVIEW DATE April 29, 1980

Park Avenue access is the primary entrance. Vehicular access is required for drop-off and parking for the handicapped would be desirable.

More spaces aren't needed on the Park but probably at least the same number are needed.

Most important would be the removal of the long-term [6 hour] meters. These spaces are used by commuting office workers which bring no life to the Park Blocks. The mobility of the car brings people to this area, so adapt the parking to local uses, not long-term use.

Parking structures would be a valuable addition to this area if strategically placed to serve housing and institutional uses.

The church uses the Park Blocks in a variety of ways: dinners, 'Park Block's Revel' and in many informal activities.

A playground is probably not such a good idea as it tends to serve only one rather restricted age group. At present, there is a playground in Portland State that receives very little use. This indicates a limited need for a facility that would be a substantial investment.
Another feature such as an amphitheater could establish features and surfaces to play on as well as serving other functions at different times. Sculptures, fountains and other features could also serve this dual purpose while assuring a more formal appearance.

Game tables and fixed benches are not needed.

The Park Blocks are not used as a through route. As it exists, the walks are like a freeway. The circulation system should be laid out with stopping points and nodes of activities.

The lighting could also respect stopping points instead of a boulevard effect. Perhaps lighting fixtures that reflect the historic character of the area.

It is necessary to bring the "walls" (adjoining properties) out into the Park. Either the physical character or actual activities could enliven the Parks. Blend the adjacent activity into the Park.

"Strongly object to any kind of commercial activities fronting onto Park. It's necessary to see the Park Blocks in context. Not a strip of green between two walls, but as a valley extending blocks out to either side. As such, there are numerous properties which could benefit from the proximity of the Park, accommodating commercial development while not directly fronting on the Park. The Park could then develop its own special character without commercial interest."
Tenants here comprise a full range of ages, very few students. Most tenants do not have cars and there is no parking associated with the building.

The improvement of the right-of-way with removal of cars is attractive in terms of creating a better setting for the apartments, etc. However, with the current parking requirements for residents, Art Museum, Historical Society, etc., the removal of parking would not be acceptable.

Residential parking, if available, would make this area more viable as a housing area.

Auto access: is needed at front of building.

Park Blocks should not have commercial functions along them. A small deli or cafe would be desirable, but then how do you restrict other commercial occupancies?

Park needs to be cleaned up: better lighting, more police protection, etc. Mounted police have been very effective.
SOUTH PARK BLOCKS FRAMEWORK MASTER PLAN

Property Owner Interview Summary

PROPERTY Empty Lot
ADDRESS Between S.W. Columbia and S.W. Clay on S.W. Park [west]
PERSON[S] INTERVIEWED Michael Safely
INTERVIEW DATE April 28, 1980

This property requires access for on-site parking to be reasonably developed as a residential building. This access could happen as a result of: 1] an easement from 10th or an alley through the block, or, 2] a curb cut onto Park Avenue.

A parking ratio of 1 space/unit is necessary with additional spaces for guests and visitors. Visitor requirement depends on whether the space is held exclusively for the residences or is open to general area, i.e., would also serve Art Museum, Portland State, etc.

Street lighting [Park lighting] is important to include in the planning effort.

The improvement of the R.O.W. could be integrated with the development of this site. The extent of improvements to be maintained by the adjacent property would depend on the physical relationship between the two, i.e., it would be inappropriate to expect an adjoining property owner to maintain a bike path.

The inclusion of appropriate commercial facilities at the ground floor would be a positive factor in increasing activity on the Park Blocks and thereby increasing security.

Anything that would animate the Park and make it a gathering place (within reason) would help security.
SOUTH PARK BLOCKS FRAMEWORK MASTER PLAN

Property Owner Interview Summary

PROPERTY: Jeanne Manor Apartments
ADDRESS: 1431 S.W. Park
PERSON[S] INTERVIEWED: Laurie Peters
INTERVIEW DATE: April 24, 1980

The Manor problems affecting the marketability of the South Park Blocks as an area for housing are security and parking.

Improving the physical and social environment around the Park Blocks is crucial to the effective marketing of housing in that area.

Any problems that would increase pedestrian use or extend that use into the evening hours would improve the security in the Park Blocks.

Vehicular access is necessary to the main entrance. A loading zone present at the main entrance must be retained for the building. A garbage alley behind the building that opens to S.W. Clay Street also requires access.

Appropriate commercial and cultural activities provided in the immediate area are valuable marketing advantages.

Parking is a problem in this area. Most complaints received from tenants are concerning the lack of available parking spaces. Some tenants have left the area due to this problem.

Long-term residential parking in the nearby area would positively affect the marketability of housing in the area. Perhaps a shuttle service to satellite parking areas could be jointly developed to support both existing and proposed housing.