

Portland State University

PDXScholar

Portland City Archives

Oregon Sustainable Community Digital Library

7-26-2002

St. Johns/Lombard Plan Neighborhood Walks Summary and Participants' Comments

Portland (Or.). City Planning Commission

Follow this and additional works at: https://pdxscholar.library.pdx.edu/oscdl_cityarchives



Part of the [Urban Studies Commons](#), and the [Urban Studies and Planning Commons](#)

Let us know how access to this document benefits you.

Recommended Citation

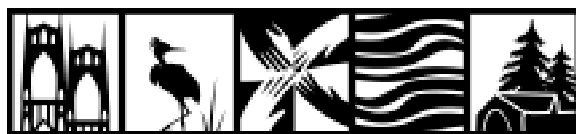
Portland (Or.). City Planning Commission, "St. Johns/Lombard Plan Neighborhood Walks Summary and Participants' Comments" (2002). *Portland City Archives*. 46.

https://pdxscholar.library.pdx.edu/oscdl_cityarchives/46

This Report is brought to you for free and open access. It has been accepted for inclusion in Portland City Archives by an authorized administrator of PDXScholar. Please contact us if we can make this document more accessible: pdxscholar@pdx.edu.

St. Johns/Lombard Plan

Neighborhood Walks Summary and Participants' Comments



St. Johns/Lombard Plan
a cooperative planning effort for the peninsula

**Bureau of Planning
City of Portland, Oregon
July 2002**



For more information about the St. Johns/Lombard Plan, please contact:

Barry Manning, Project Leader

Portland Bureau of Planning
1900 SW 4th Avenue, Suite 4100
Portland, Oregon 97201
Phone: 503-823-7700
FAX: 503-823-7800
TDD: 503-823-6868
E-mail: stjohnslombard@ci.portland.or.us

Please visit our web site. Go to www.planning.ci.portland.or.us and click on the St. Johns/Lombard Plan.

Acknowledgements

Portland Bureau of Planning

Vera Katz, Mayor, Commissioner-in-charge
Gil Kelley, Planning Director
Deborah Stein, Principal Planner
Linda Peterson, AICP, Area and Neighborhood Planning Manager

Project Staff

Barry Manning, Senior Planner, Project Leader
Marguerite Feuersanger, City Planner II
Anne-Elizabeth Riis, City Planner
Rich Newlands, Transportation Planner
Mauricio Leclerc, Transportation Intern

In Cooperation With

Zimmer Gunsul Frasca Partnership (ZGF):

Charles Kelley and Trent Thelen

with thanks to sketchers:

Patricia Parola, Stefee Knudsen, Sarah Nurmela,
Brian McCarter, Chris Pohler, and Jennifer Russina from ZGF;

and Bill Lennertz and Laurence Qamar from Lennertz/Coyle and Associates.

With many thanks to the St. Johns/Lombard Citizen Working Group

Stephen Duh, Gerry Howard, Elizabeth Humphrey, Tom Kloster,
Peter Laughingwolf, Paul Maresh, Rick Merck, Patt Opdyke, Trevor Nelson,
Barbara Quinn, Penny Rose, Steve Weir, Laura Woodruff

Neighborhood Walks Summary and Comments

WALK #1, Lombard East: N. Lombard Street between N. Woolsey and N. Wall Street.

Meeting Place: Columbia Cottage, 4339 N. Lombard Street

When: May 4, 2002, 10:00 AM to 1:00 PM



WALK #2, Lombard Central: N. Lombard Street between N. Wall Street and N. Polk Avenue.

Meeting Place: St. Johns Family Center, 6443 N. Lombard Street

When: May 8, 2002, 6:00 PM to 9:00 PM

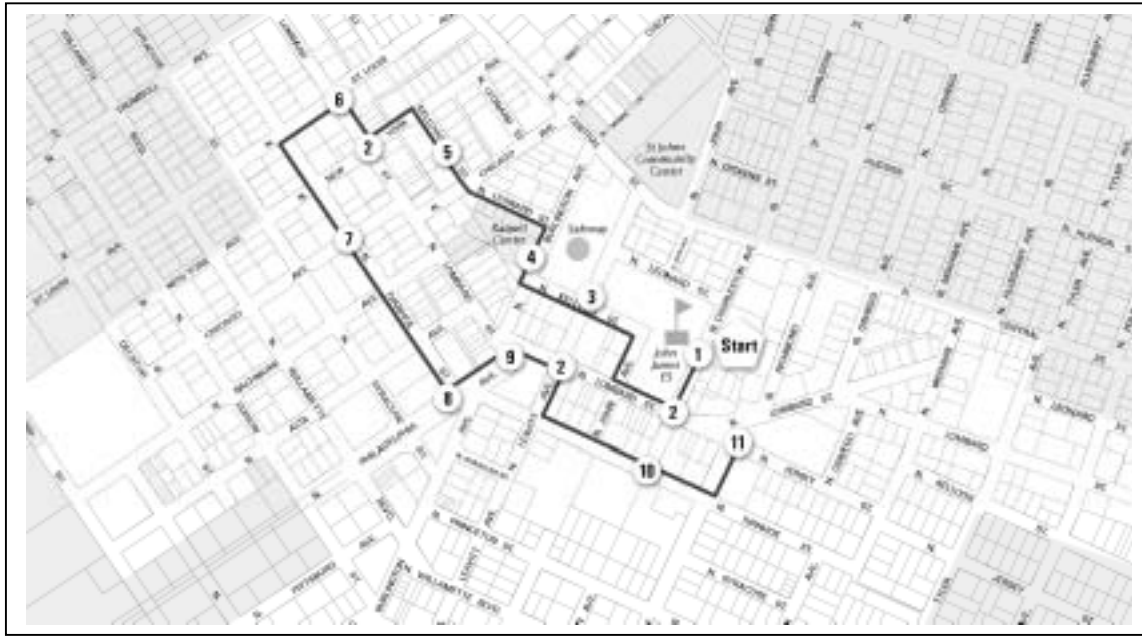


St. Johns/Lombard Plan
Neighborhood Walks Summary and Comments

WALK #3, Downtown St. Johns: Downtown St. Johns between N. Richmond and N. St. Louis, including N. Lombard Street and the immediate surrounding area.

Meeting Place: Pioneer United Methodist Church, 7528 N. Charleston Avenue

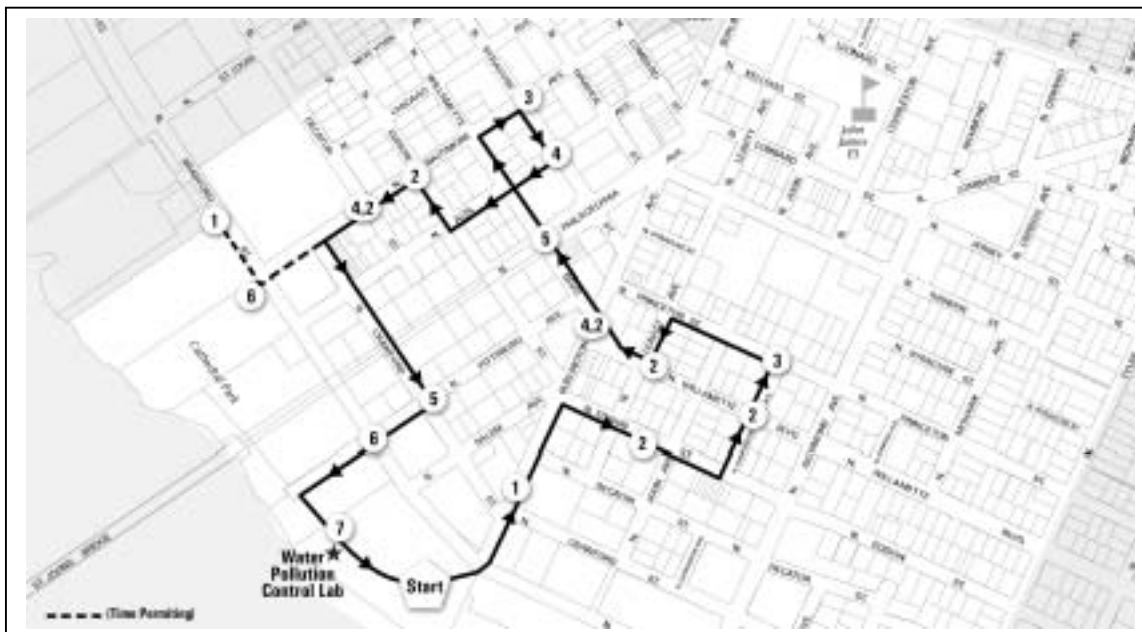
When: May 18, 2002, 10:00 AM to 1:30 PM



WALK #4, Cathedral Park/Riverfront: Area between downtown St. Johns and the Willamette River.

Meeting Place: Water Pollution Control Lab, 6543 N. Burlington Avenue

When: May 22, 2002, 6:00 PM to 9:00 PM



St. Johns/Lombard Plan
Neighborhood Walks Summary and Comments

Nearly 100 community members participated in the walks. Participants were asked to organize into small groups, and respond to a number of questions related to issues and specific locations along the walk route. General comments from participants were also welcomed. Staff accompanied walk participants to facilitate discussions, document participants' impressions of the neighborhood, and record and sketch ideas for future change. At the conclusion of each walk, participants reconvened and discussed some of the ideas that were generated. Participants also filled out brief questionnaires about each walk area.

The facilitators' notes from each walk, along with citizen comments from written questionnaires, are compiled in this document. This information is organized by walk area, and divided into sections corresponding to the questions that were asked on the walks. When a similar comment was recorded by more than one group or individual, the frequency of the comment is noted in parentheses.

A summary document of the results that includes photographs and some of the sketches generated during the walks is also available from the Bureau of Planning at: www.planning.ci.portland.or.us, or by request.

What's Next?

The information gathered during the walks and related public events will be used by project staff and the consultant team in crafting an urban design concept and refining a vision statement for the St. Johns/Lombard Plan area. An urban design concept and vision summary report is anticipated in Fall/Winter 2002.

For more information about the St. Johns/Lombard Plan, please contact:

Barry Manning, Senior Planner, Project Leader
Portland Bureau of Planning
1900 SW 4th Avenue, Suite 4100
Portland, Oregon 97201
Phone: 503/823-7700
Fax: 503/823-7800
TDD: 503/823-6868
E-Mail: stjohnslombard@ci.portland.or.us

Summary

On each of the neighborhood walks, participants identified issues and concerns, and shared their observations and ideas about the area. This document contains lists of comments received on the walks as recorded by staff, and as indicated by citizens on written questionnaires. In compiling the information, some common themes and ideas for desired future changes began to emerge. The following section summarizes these common themes as well as the highlights from each of the walks.

The following themes emerged from comments heard on all the walks.

Foster compatible development

- Focus on the relationship of the building to the street, and the scale of buildings
- Provide for a mix of uses along most of the Lombard main street and in the St. Johns town center

Enhance the public realm

- Improve sidewalks, bus stops and street crossings
- Plant street trees and provide street furnishings in appropriate places
- Remove litter in the area; clean up alleys

Improve the transportation system

- Enhance safety for pedestrians and bicyclists
- Improve vehicular movement while calming traffic
- Make transit more user-friendly

Encourage housing and mixed use development

- Provide new housing that enhances the vitality of commercial areas and provides choices for residents of all ages and income levels
- Pay attention to scale and design

Improve existing development

- Encourage better screening of parking and utility areas, and better signage
- Add landscaping and windows to enhance pedestrian areas

Issues from Specific Walks

Each walk focused on distinctly different sections of the study area. Many unique issues and attributes were discussed, but broader themes also emerged on each of the walks, as described below.

Walk 1: Lombard Street East

The Lombard East area contains some of the best retail and housing development along North Lombard Street. Accessible by pedestrians and automobiles, it has many components of a great main street.

The existing commercial area along North Lombard between Fiske and Portsmouth provides valuable services to the surrounding neighborhoods. Community members would like to extend and enhance the pedestrian character and mix of uses along this section of Lombard.

Areas east of Fiske have great potential to capitalize on the mature trees, small-scale commercial buildings, and housing near Columbia Park. Multi-family housing, compatible with existing commercial and residential buildings, was envisioned here.

The area west of Portsmouth has developed primarily with auto-oriented uses and services. The scale of this development and the street traffic are not always friendly to pedestrians. Opportunities for new housing and commercial development were identified that could improve the pedestrian environment over time.

Walk 1 Ideas/Themes:

Integrate new housing and mixed use development

Lombard offers opportunities for infill development; many felt that adding housing would be appropriate and could help provide customers for local businesses.

Foster a more pedestrian friendly main street

There was a desire to see the area between N. Fiske and N. Portsmouth develop as a more pedestrian-friendly main street to serve local needs.

Reduce pedestrian/vehicle conflicts

Several intersections on Lombard were identified as needing crossing improvements.

Think creatively about opportunity sites

Opportunities for infill development on vacant sites for housing and small-scale mixed-use buildings were identified. Potential locations for urban green spaces were noted. Ideas for mixed-use redevelopment of specific sites were discussed.

Walk 2: Lombard Street Central

Between Portsmouth and St. Johns, businesses have provided the surrounding neighborhoods with a variety of retail uses and services. Much of the development is oriented to provide convenient auto access. Some offer pedestrian improvements along the street, while others do not; the lack of pedestrian facilities is a concern to many.

St. Johns/Lombard Plan
Neighborhood Walks Summary and Comments

The railroad cut and the Peninsula Crossing Trail have the potential to connect North Lombard to other trails and neighborhoods - an exciting opportunity recognized by the community.

Near the railroad cut, North Ida Street is at the crossroads of many trips in the area. This important pedestrian and vehicle crossing is the source of much congestion.

North Lombard between North Ida and North Buchanan is narrower than other sections of Lombard. Many hope that the scale of the street and development along it will be maintained over time.

Walk 2 Ideas/Themes:

Improve the pedestrian environment

Additional landscaping, screening, and windows facing the street would make the area more visually pleasing.

Integrate housing and mixed use development

Lombard offers opportunities for infill development; many felt that adding housing would be appropriate and could help stimulate local businesses.

Improve the railroad cut

Participants mentioned archways, banners and fence repair as examples of beautification measures that would enhance the aesthetics of the bridge over the railroad cut and tie together the east and west portions of Lombard. Suggested improvements to the Peninsula Crossing Trail greenspaces ranged from adding signage and park amenities to allowing for housing or other development adjacent to the area.

Reduce pedestrian/vehicle conflicts

A few intersections on Lombard were identified as needing crossing and circulation improvements.

Accommodate autos at key locations

Participants recognized the need to accommodate automobiles in commercial areas. It was hoped that the design of these uses could complement nearby residential and retail development.

Walk 3: Downtown St. Johns

Downtown St. Johns has a wonderful scale and visual character, but its vitality could be improved. Many believe that additional residential development around the downtown could help foster a more active commercial district. Connections between the downtown, surrounding neighborhoods, and the riverfront area call for careful consideration.

St. Johns has many civic institutions - some consider it the heart of the peninsula. Public plazas, parks, the library, James John Elementary School, and views of the west hills and the St. Johns Bridge are tremendous assets that provide a strong

St. Johns/Lombard Plan
Neighborhood Walks Summary and Comments

foundation for revitalization. How to make the most of these assets, and ensure convenient connections and access, will be an important consideration in the development of the St. Johns/Lombard Plan.

Walk 3 Ideas/Themes:

Foster a vital downtown

There is a strong desire to foster a thriving retail district with shops and services that meet the needs of area residents. Adding housing was seen as a way to increase commercial vitality. Providing better access, safety and circulation for pedestrians and vehicles was also mentioned as being key to the success of the area.

Improve gateways and connections

Many indicated the need to better connect downtown St. Johns with the Willamette River through physical and visual enhancements. The need for connections to other locations outside the area, through enhanced transit service and trail networks, was also identified.

Reduce pedestrian/vehicle conflicts.

Areas along Ivanhoe with heavy traffic, including truck traffic, were noted as problematic for pedestrians. Intersections with free right turns were also identified as needing improvement, as were sections of Lombard, particularly near James John Elementary School.

Enhance public gathering places and amenities

Several ideas emerged for improving the St. Johns plaza, to best take advantage of its potential as a vibrant community gathering place. The area between the library, James John Elementary and the Racquet Center was noted for its potential to create a civic center environment, through enhanced connections, landscaping improvements, and design enhancements.

Look for development opportunities/catalysts

Several larger sites within the area offered opportunities for significant change. New housing and mixed-use development ideas were discussed.

Walk 4: Cathedral Park/Riverfront

Cathedral Park is blessed with a slope between downtown St. Johns and the Willamette River. As a result, many of the properties have tremendous views of the west hills, the St. Johns Bridge, Cathedral Park, and the Willamette River. At the same time, some of the streets leading to the river are very steep, and some are not paved and lack sidewalks.

The residential areas are generally well maintained, and feature a mix of housing types. Employment and housing are seen as desirable in the area close to the river; integrating these land uses will require careful consideration. Participants voiced support for maintaining industrial/employment opportunities. However, good design and screening is a key concern.

St. Johns/Lombard Plan
Neighborhood Walks Summary and Comments

There are a number of opportunities for improved river access. Cathedral Park, the Water Pollution Control Lab, sandy beaches, restored riverbanks, a boat ramp, and docks, benefit from being near the St. Johns Bridge. Connecting the riverfront to downtown St. Johns is a key opportunity recognized by community members.

Walk 4 Ideas/Themes:

Enhance clear and direct connections

Many indicated the need to better connect downtown St. Johns with the Willamette River through physical and visual enhancements. The need for connections to other locations outside the area, through enhanced transit service and trail networks, was also identified.

Foster diverse housing opportunities

Maintaining and encouraging a diversity of housing types was desirable. Potential locations for houses, apartments, and live/work units were discussed, along with ideas for scale and design compatibility.

Develop underutilized or overlooked properties

Several properties in the area were considered underutilized and appropriate for redevelopment with housing, employment or limited commercial uses. Some participants called for retaining industrial uses in the area.

Maintain some employment opportunities

Many participants identified the unique opportunity offered by existing employment areas to provide local family wage jobs. Ideas for how to appropriately integrate employment with other uses were discussed.

Celebrate the Willamette River

The Willamette River was mentioned as a major asset. Many participants favored increasing public access to the riverfront, enhancing Cathedral Park, and providing compatible uses nearby.

Celebrate the St. Johns Bridge

The St. Johns Bridge is considered one of the most prominent features of the area. A number of ideas were generated about how to best utilize the space under the bridge and strengthen the connection between downtown St. Johns and the river.

St. Johns/Lombard Plan
Neighborhood Walks Summary and Comments

Walk #1: Lombard East

1. Although Lombard is primarily commercial, residential uses exist as well. Where are the most appropriate locations for housing along Lombard?

Specific Locations

- SW corner of Lombard/Newman, Lombard/VanHouten, Lombard/Berkeley, Lombard/Fiske are good places for apartments.
- Encourage multi-family between Columbia Park and Fiske. (2)
- This isn't a good place for commercial (between Columbia Park and Fiske), though mixed use okay. 2 – 3 story good, full build out with multifamily acceptable (example at N. corner of Dwight/Lombard).
- Many feel that Lombard could benefit from infusion of housing – mostly apartments.
- University Apartments' character blends well with neighborhood. (Lombard between Dwight and Fiske)
- Some like the apartment building (U-shaped, with parking in center) at Newman because it's well cared for, but vehicle access is difficult – central driveway onto Lombard. Some liken it to hotel living. (NE corner of Newman/Lombard)

General Locations

- Multifamily should be kept on Lombard rather than mixing it in with single family to the north.
- College apartments work well mixed in with the neighborhood.
- Current housing is appropriately placed (Dwight through Fiske, Haven through Hodge)
- Locate multi-family housing near Columbia Park.
- Keep multifamily on Lombard, away from single family neighborhoods. (Dwight through Fiske, Haven through Hodge, Portsmouth, Van Houten)
- Higher density housing that looks like single family would be okay in single family areas, if scale is small. (Dwight through Fiske, Haven through Hodge, Portsmouth, Van Houten)
- Discourage huge multifamily complexes along Lombard – should be 10 – 12 units maximum.
- Single family homes should be zoned to allow for future commercial or multi family next to Weir's Cyclery.
- Single family will not be the best use of the land here in the future (Dwight through Fiske, Haven through Hodge)
- East of Wall is a good place for housing.
- Some empty lots and run down buildings on Lombard should be used for housing.
- Mixed use buildings that enhance the area architecturally are appropriate on Lombard.
- Multifamily housing should be developed with driveways off of Lombard onto side streets.

Other Ideas/Observations

- Alleys should be used for access.
- More quality architecture is needed.
- Residential is preferable to auto sales lots.
- Courtyard style buildings are good.
- Walk-up style apartments are good.
- Tuck-under parking would be preferable to at-grade lots.
- Ground level residential should be set back from the street.
- Many areas of existing (or zoned) residential uses seem appropriate to keep/expand; may be too much commercial.
- Parking areas in middle of U shape buildings could become courtyards.
- There should be assistance programs for elderly to help them remain in their homes for as long as possible.
- Residential housing needs off-street access.
- Residential on top of retail is okay.
- Residential should locate behind commercial buildings.
- The commercial component of the Lombard/Fiske mixed use building has been vacant for 6 years

2. Community members have indicated a desire for Lombard Street to be a convenient, safe, and pleasant place to walk. What measures would enhance the pedestrian experience along Lombard?

Ideas

- Crosswalks with lights where businesses are.
- Softening measures.
- Benches.
- Sidewalk widening (2).
- Sidewalk repair and maintenance – they are a safety hazard. (2)
- More specialty, unique stores.
- Water fountains.
- Bike lanes and racks.
- Covered bus stops for rain protection. (2)
- Green parking strips.
- Less traffic fumes.
- Smaller stores.
- More trees and greenery. (8)
- Trash receptacles and litter removal.
- Tree trimming.
- More benches.
- More crosswalks. (2)
- More independently-owned restaurants.
- Cleaning sidewalks from Portsmouth to Fiske.
- More pedestrian amenities – bubblers, decorative paving, etc., especially in front of Fabric World.
- Business fronts with windows – this would encourage strolling. (2)
- Install lower level street lights for pedestrians on Lombard. (3)
- Less traffic along Lombard. (2)
- No parking lots on Lombard.
- Decorative sidewalks – different paving materials and patterns.
- Median strip on Lombard, like MLK Jr. (2) to provide a safer opportunity for crossing.
- Public trash cans/beverage container recycling all along Lombard, and at the bus stops and outside Taco Bell. This will cut down on our huge litter problem.
- No speed bumps on Lombard because need to allow for emergency vehicles.
- Crosswalks at Lombard/Newman and Lombard/Haven.
- Driveways/entrances to businesses/housing located off of Lombard - access from side street instead.
- Eliminate some redundant driveways on Lombard - driveways on Lombard take away on-street parking. (Between Dwight and Fiske, near Portsmouth)
- Underground utility lines along Lombard.
- Fix drainage problem on Lombard across from Weir's Cyclery - during heavy rains, the area floods all the way to the sidewalk. Area looks and smells bad.
- Provide and maintain planting strips in residential portions of Lombard.
- Address traffic noise.
- Devise a schedule for neighbors for when the City is going to clean the streets – the streets along Lombard are dirty, some areas not cleaned as cars obstruct areas near curbs.
- Commercial buildings should include windows, and not turn away from the street; add landscaping.
- Reduce the size and number of curb cuts.
- Fix sidewalks at alley transition at sidewalk (gravel across sidewalks).
- Clean up clutter and garbage (along the street and at some businesses).
- Provide more protected (signalized) crossings.
- Keep existing quality single family homes on Lombard – in some cases, it would be okay to convert existing single family structures for commercial use.
- Columbia Villa needs better bus service to Lombard to help make it a more active street.
- Bus shelters are needed at the Portsmouth intersection.

- Encourage business to take out some parking and add landscaping. Reopen painted windows. Add shutters or other interesting façade element. Add low level landscaping or a short wall along length of parking – create a mural.
- Reduce the concrete and asphalt at Hodge/Lombard – there’s too much.
- Create a focal point for Lombard - it has no center, no dominant structure.
- Develop a pocket park on grassy area next to church (Lombard/Fiske). Landscaping, benches, area for meeting and people-watching. Use awnings, compatible signage at pedestrian level.
- Add free-standing facades to parking areas adjacent to sidewalks. These facades can be used instead of fences – incorporate canopy, landscaping, murals, benches. (See Patricia’s drawing.)

Comments

- The traffic lights keep speeding down – signal timing is appropriate – they’re timed for 35mph.
- Fish store owner tried to get a crosswalk at Lombard/Haven and the City wouldn’t do put one in.
- Smog and fumes are awful on Lombard – too polluted for pedestrians – they prefer Willamette.
- There’s a good crosswalk on Lombard/Hodge.
- The entrance to Delaunay Services on Lombard/Hodge is not necessary.
- There are nice plantings in sidewalk between VanHouten and Clarendon.
- Lombard is very loud and not pedestrian friendly.
- Sidewalk width is okay.
- Large trees are nice, but affect sidewalks from Dwight to Fiske.
- Hard surface is okay in commercial areas, but need street trees.
- Street trees are a great asset. Overhead wires have damaged the great trees.
- Lombard is a wide street to cross at non-signalized intersections; drivers do not stop for pedestrians.
- Signal timing encourages speeding, especially between Fiske and Portsmouth.
- Cars running red lights on Lombard is a problem - at Portsmouth intersection and others.
- People tend to cross mid-block, particularly in Fiske to Portsmouth area. Need pedestrian refuge in center.
- Tall cyclone fence (Don Lee Motors at Dwight) is not conducive to good environment, but it’s okay because it provides needed security for the business. When pedestrian activity increases, fence could be altered – lower, more attractive materials.
- Ed’s Tire Treads needs screening at sidewalk.
- Sidewalks - most people feel that the width of the paved portion (~6 ft.) is adequate. If widened, should come from the property side. The generous planting strips are a major plus, good buffer. Some want the planting strip to remain as grass, others want to encourage unique landscaping. (Area between Columbia Park and the Portsmouth main street portion of Lombard)
- Most feel secure walking most of Lombard at night, except for Columbia Park.
- Bus #1 runs on Portsmouth, turns at Willis on its way to Columbia Villa. Connections for CV residents to Lombard are not adequate. There is no direct connection. (See Patricia’s concept drawing.)
- Everyone loves the trees and streetscape on Stockton, south of Lombard.
- The parking lot at Farrell Realty is nothing but paving and building turns its back to Lombard.
- Everyone likes the mixed use building on at Fiske and wants to see more developments of this type.
- Research why office/retail space is not being leased at Fiske/Lombard – try to correct problem.
- Too much visual pollution from cell tower, related facilities. (Odd Fellows building at Jordan)
- The city code should be changed to require co-location. A good example is the Odd Fellows building. Light standards and buildings should be used wherever possible before construction of a tower.
- The south side of Lombard at Fiske is appealing to walk. The buildings and sidewalk are good.

3. Community members have voiced concern about traffic conditions along Lombard. What are your concerns?

Concerns/Observations

- Too much fumes.
- Traffic does not invite to shop, patronize restaurants, sidewalk cafes.
- Traffic is too fast. (2)

- Drivers need to realize that street lights are timed at 30mph.
- Cars running red lights is a problem, especially at Lombard/Portsmouth. Need more police. (2)
- Lack of good left-hand turn lanes, backing up traffic.
- Lombard acts like a water hose, forcing a given volume into a smaller space.
- If we get rid of center lanes and install bike lanes, won't traffic back up when someone wants to turn left?
- Speeding isn't really a problem along Lombard because there's so much traffic that cars have to go slow.
- Stops and go create pollution.
- There is more speeding on the smaller streets than on Lombard.
- The sidewalks are wide enough.
- Stops and go create pollution.
- Crossings not safe, too few, kids not safe (especially on Haven).
- Too much congestion; poor utilization of left turn lanes / signal timing; too much green time for Portsmouth. (Portsmouth/Lombard)
- Transit stops are crappy.
- How would full signal affect street/traffic operations?
- Crossing is difficult at best. Existing lights are located at Woolsey, Fiske, Hodge, Portsmouth, and Wall.
- Hodge intersection light is pedestrian activated, which is okay.
- Bicycling is unsafe since there are infrequent parked cars, traffic moves too fast.
- It's hard to park because traffic moves too fast.
- Distance is too long between lights from Fiske to Hodge.
- Many parking lots are underutilized and some businesses have none.

Suggestions

- Add benches and trash containers.
- Provide green spaces (trees/shrubs/flowers).
- Add crosswalks along Lombard, between Taco Bell and Lombard Market, and at Newman, Haven and Montieth. (3)
- Add more trees and center island with trees.
- Install crosswalk lights.
- One side of the street should be "No Parking" at Haven/Lombard - with cars on both sides, the street is too dangerous for cars moving in both directions.
- Install bike lanes or white lanes so cyclists feel safe from cars.
- Signal timing should be extended all the way in to St. Johns.
- There should be a sign that says signals are timed for 35mph.
- Bike lanes are a good way to slow down traffic, but would eliminate parking.
- A free bus service along Lombard would decrease traffic.
- Time the streetlights for better traffic flow along Lombard.
- Taco Bell is very popular; however, it creates traffic cueing. Stop traffic for left and right turns; instead, create turn lane on Lombard at Haven and have parking driveway on Haven instead.
- Provide more pedestrian-activated crossings along Lombard.
- Install bike lanes on Lombard to slow down traffic and promote alternative transportation.
- Traffic flow should be improved to take pressure off of Willamette. More lanes? Maybe.
- Provide more protected left turns along Lombard.
- Trolley/streetcar connection to Interstate MAX would increase the capacity of Lombard.
- Empty trash cans at bus stops. Arrange with Tri-Met to have advertising revenue at transit stop reinvested into neighborhood. Encourage stop amenities. Incorporate shelters into building designs (awnings, etc.)
- Do not allow advertising on transit stop walls- security problem.
- Hodge may be good location for crosswalk.
- Haven may be better location for crosswalk than Hodge.
- Haven provides a connection to Columbia Villa – need a signalized crosswalk here on Lombard.
- Establish crosswalks at Newman, Haven, Berkeley. Worried about safety of crosswalks without traffic signal. Lights needed at Western Market (Newman), Haven and Berkeley.
- Hodge intersection needs a bus shelter.

- Encourage shared parking agreements.
- Narrow existing curb cuts wherever possible.
- Add landscaping wherever possible.

4. The Proposed Portsmouth Plan supports development of a stronger main street character along Lombard between Fiske and Portsmouth. What do you think of this idea? What measures would encourage this?

Ideas

- Should block off the entrance to Auto Zone so that it's not coming off Lombard, but use is okay.
- Need more trash receptacles.
- Slow down traffic with traffic devices on main streets sections such as Fiske/Lombard, Portsmouth/Lombard.
- Support small businesses.
- Mixed use and mix of building types is good - 3 stories is appropriate. (Fiske to Portsmouth)
- Encourage local, neighborhood serving shops, though some regional attractions okay (be careful). Fiske to Portsmouth
- Merge Fiske and Portsmouth nodes.
- CN2 zoning would be appropriate. (Fiske to Portsmouth)
- A new library would be good here. (Fiske to Portsmouth)
- Add special lighting at nodes- more pedestrian scale. (Fiske/Portsmouth)
- Portsmouth node is a key intersection - should be made 'grander' than Fiske - more dense, taller development.
- Encourage more office and employment types of uses along with neighborhood, pedestrian oriented retail. (Portsmouth node)
- Reduce auto oriented land uses here (gas stations need to go). (Portsmouth node)
- Auto Zone building needs improvement – windows, awnings, benches. (Fiske)
- Encourage building design that draws cars into the building's ground floor for gas, services. (Portsmouth node)
- 4 story mixed-use would be appropriate for the Bingo site. Portsmouth/Lombard
- Need to bring buildings up to street.
- Shared parking could help – e.g. Nicolas uses Odd Fellows parking.
- Three story buildings are fine, four stories may be too tall (depending on context).
- People cross mid-block – possibly need center pedestrian refuge.
- Buildings should be brought closer to street with fewer blank walls (Taco Bell).
- Bus stops need shelters.
- Mixed use good in the general location between Haven and Hodge.
- Some commercial uses (Weir's) zoned residential – maybe mixed use zoning would be appropriate.
- Need better maintenance of public realm – trash cans at bus stop is overflowing. (Portsmouth/Lombard)
- Consider placing buildings at corners and move gas stations. (Portsmouth/Lombard)
- Need façade rehab at Fabric World – good location for library. (Portsmouth/Lombard)
- Maybe the gas stations could move to the Eagles site. (Portsmouth/Lombard)
- Encourage transit – development of streetcar line.
- Allow large murals to be used in other places on Lombard.
- Area is so small – maybe main street should extend to Chataqua/Macrum.
- Nice trees, streetlights, benches would help.
- Tri-Met and a trolley would support libraries, grocery stores, restaurants/cafes, movie theater. (2)

Comments

- Okay to have multiple pools of calm for pedestrians between auto-oriented uses.
- The Lombard Market is okay – nice that it isn't a chain.
- There are great facades and architecture in some places (e.g. Antique store that's always closed between Hodge and Hereford) – just needs to be cleaned up and better maintained.
- Great architecture at Lombard/Stockton.
- Traffic too loud, does not invite sidewalk cafes, strolling.
- We need a new hardware store.
- Boutiques, furniture stores may have items too expensive for neighbors.
- Handsome two story building on SE corner of Lombard/Fiske is not working. Residential units are being used,

but retail isn't; may be too pricey.

- Subway restaurant (Lombard/VanHouten) works as a location and aesthetically. It is small, lined with large trees, popular destination.
- The old style storefront commercial building, recently rehabilitated at Fiske/Lombard, is good – quality building materials.
- Zoning encourages too much parking.
- Church setback is okay – provides greenspace. (Fiske)
- Auto store parking –additional lot – is underutilized.
- Portsmouth is a critical intersection.
- Gas stations are necessary element for community. (Portsmouth/Lombard)
- Gas stations do not create a “place” at intersection.
- General agreement with Portsmouth Plan.
- Current max location is inconvenient.
- Like Delauney Building at Hodge. Landscaping is good, but tall sign pole is an issue with this site and others. Like the mural on the west side of building. Current rules wouldn't allow it.
- Smaller “destination” traffic attracted by smaller, specialized shops will generate funds for the community and make business area thrive.
- Portsmouth to Van Houten needs to be included in this vision.
- Eagles lot holds huge potential.
- Good, but what about Portsmouth itself?
- Area retains small-town feel. Local business and people from elsewhere should support the area.
- Good idea to enhance main street character. (2)

5. Community members have indicated support for businesses that directly serve the surrounding neighborhoods. What types of shops/services are needed, and what types should be discouraged?

Ideas

- Need hardware store. (3)
- Need furniture store. (2)
- Need fabric store.
- Auto Zone is a destination store that you drive to – shouldn't locate here.
- Lombard should have both pedestrian and auto uses – can't support boutiques all along street – need to have bigger franchises too.
- We need a grocery store. (8)
- There are plenty of fast food places already – need other restaurants though. (5)
- Need antique store.
- A movie theater at Portsmouth/Lombard should be considered.
- Needed: lighting store, clothing, shoes, restaurants, grocery, bookstore, hair salons, music, thrift stores, better video rentals, bakery, coffee, natural food store, toy shop.
- No more auto repair, tire, auto parts, used cars..
- Need non-fast-food restaurants. (4)
- Small shops that are not nationally known should locate here.
- Nationally known businesses are needed. (2)
- More sit-down restaurants on Lombard are needed, especially those that serve breakfast.
- A new, small grocery that carries basic as well as some hard to find items is needed. Fred Meyer is not appealing for shopping—it's like traveling on a highway when you want the neighborhood street. (2)
- A Trader Joe's would be nice in North Portland.
- Locati's is good, but another small grocery store is needed too.
- Auto Zone is a perfect location for a grocery (it used to be one).
- Fabric World would be a great location for a new grocery store.
- Asian grocery on Portsmouth is positive element. (Portsmouth, north of Lombard)
- There are huge franchise opportunities (Auto Zone), small is ok (e.g. Baskins and Robbins), lots of markets.

- Auto oriented uses are appropriate west of the cut.
- Discourage the obvious: car shops, chain stores/restaurants.
- No more liquor stores. (2)
- No more strip clubs. (2)

Comments

- Okay to attract people from outside the area to the Lombard retail/commercial areas – need customers and big draws in order to notice the little guys (2).
- Storefront improvements are needed.
- Changing demographics of neighborhoods, including Latino population and young couples – shops/services need to accommodate.
- There are no amenities on McKenna and Lombard.
- Attract new businesses into stores that are currently closed or abandoned.
- Traffic is too fast to provide support for businesses.
- Lombard is a destination, most of it is not a pleasant place to walk, or browse. Too many curb cuts.
- Establish more on-street parking on Lombard. Eliminate some curb cuts.
- Twilight Room is a good neighbor but late-night activity can be an impact. Generally like the fenced seating area.
- Twilight Room should add opening to fence, and fenced outdoor seating. Need more windows to the façade. Extend the planting strip.
- University Cleaners is a good neighbor. Trouble is the site has too much paving. Their sign is too big and way too tall.
- Episcopal Center and William Temple House are good community resources. (Hereford)
- Public/private resources should be used to help improve this building. (Hereford)
- To frame sidewalk area at Hodge, add wall with openings, benches, awning, painted mural, landscaping. Revise signage so it is not so prominent. (See Patricia's drawing.)
- Difficult to find desirable services within walking distance.
- Fiske intersection is a good start at a walkable destination for daily goods and services. This area is in transition.
- Encourage use of awnings, and other building design elements. (Fiske)
- University Drug building used to be a video poker business. The tinted windows should be replaced with clear glass. (Fiske)
- Need parking restrictions, enclosed parking. (Portsmouth)
- Pizza hut (Gloucester) used to be sit down (?) now just take out/delivery (unfortunate?); too much parking, needs landscaping and windows.
- Stores should serve neighborhood needs.
- Stores should keep the area tidy.
- Mixed feelings about bringing in more auto traffic.
- For some reason, hard for businesses to succeed at Lombard/McKenna – 3 restaurants have been in same location in under a year.
- Not okay to mix auto and pedestrian uses because auto-orientation will bring in more cars and detract from pedestrian environment.
- Smaller, independent places are more pedestrian oriented.
- Boutiques, furniture stores may have items too expensive for neighbors.

6. In some areas, commercial uses along Lombard abut residential areas. Are there smooth/workable transitions between the existing businesses and residential areas?

Transition Ideas/Comments

- Use rowhouses as a transition, as long as the design blends with existing homes.
- Consider alternatives to single family - this will not be the best use of the land in the future. (Dwight through Fiske, Haven through Hodge)

- Keep multifamily on Lombard, away from single family neighborhoods. (Dwight through Fiske, Haven through Hodge, Portsmouth, Van Houten)
- Higher density housing that looks like single family would be okay in single family areas, if scale is small. (Dwight through Fiske, Haven through Hodge, Portsmouth, Van Houten)
- Avoid large complexes.
- Ensure adequate lot depth for commercial; full block depth okay.
- Provide height step-downs (if large buildings) to adjacent residential areas.
- Pull facades of buildings closer to streets facing residential – not the backs of buildings.
- Use alleys to access parking.
- These businesses (Auto Zone, Taco Bell) and others that are adjacent to residential areas should be required to enter into a good neighbor agreement to help control litter, and ensure maintenance of landscaping.
- Trees are needed in this area.
- Some locations could use more friendly fences.
- Trees and shrub plantings would help.
- Build continuity with wider sidewalks, trees.
- Okay to have residential and commercial right next to each other – not a problem.
- Don't want more commercial encroaching back on to SF area, but current pattern is fine.
- Transition is good as is – no buffer zone needed.
- Fine to have multifamily between single family and commercial, but not a necessary separation.
- Transition okay at Lombard/Montieth.
- Housing seems to be appropriately placed. (Dwight through Fiske, Haven through Hodge)
- Idea of having multifamily be a transition between commercial areas and single family is sound. (Along Lombard, Portsmouth, Haven)
- Good idea to mix business/residential and ensure there is infill of residential to support businesses.
- Alleys work as transitions (2).
- Freemont, Belmont, Hawthorne, Alberta are good examples of good transition.
- Commercial to multi-family to single family residential transition works well.
- Smaller business would mean less transition areas.
- Some areas have smooth transitions.

Other Comments

- Parking across from the Auto Zone alley not maintained – there are impacts on residential.
- Litter can be a problem at Auto Zone and Taco Bell. Neighborhood impacts should be monitored.
- Auto Zone has too much parking – most often the lot is empty.
- Haven sees a lot of vehicles and pedestrians. Flow of cars and pedestrians from Columbia Villa to Lombard – with this comes a constant flow of litter.

7. Unimproved alleys are found on several blocks adjacent to Lombard. Are they functioning well? How do you envision them in the future?

Ideas

- Would help to have better policing or neighborhood watch program.
- Paving alleys would encourage more traffic – better to keep them green – maybe plant trees and make it a pedestrian zone.
- Owners along alley should make improvements.
- If improved, they could provide access to parking areas to keep traffic off Lombard. (2)
- Alleys should not be paved, but maintained.
- If improved, they might serve as off-Lombard access to behind-the-business-parking as well as emergency vehicle access.
- Where residential is abutting, alleys should be used primarily for residential; business use could be too disruptive for residences.
- Keep the alleys unimproved because this will keep traffic slow.

- Maintain alleys – don't necessarily improve them.
- Use alleys to provide access to parking and garages.
- People should treat the alley like their own lawn.
- Need a schedule of when street sweeping occurs.
- Allow commercial access from alleys.
- Keep alleys well-maintained, trees trimmed. (between Fiske and Haven, Monteith and Portsmouth)

Comments

- Alleys are useful for many reasons. They act as buffers, but need to be maintained and be used by cars and bikes.
- Alleys are currently not being taken care of, not functioning well. (2)
- We have had vandalism and break ins from nearby alley.
- There is often a lot of trash and broken bottles at Lombard/Haven.
- Alleys are okay because kids and bikes can use them.
- Homeowners have had their car vandalized when parked near alley – now they park on Lombard in front of house. (Lombard/Haven)
- No system for keeping alleys usable – very inconsistent.
- Owners throw yard debris in alley – they don't maintain it.
- Alleys are a good buffer between commercial and single family homes. (Lombard/Haven)
- Alley by Taco Bell works okay.
- Alleys don't have a real safety problem.
- Alleys at night are not as safe; they are dark, isolated, and residents may not like it.
- Alleys are not maintained – often are muddy, rutted, with standing water. Used for depositing yard debris.
- Generally, people like the alleys; they are good for walking.

8. In many places, apartments or townhouses have been used as a transition between commercial uses and single dwelling residential areas. What do you think about this approach?

- Nice to have a variety of housing type and architecture.
- Senior Center on Portsmouth is nice – fits well with neighborhood.
- Duplexes/triplexes look like single family homes, which is good.
- Good to have multifamily between commercial and single family areas – apartments smooth the transition – good approach.
- Idea seems fine.
- Keep scale small, especially on Hereford.
- Make multifamily look like single family, blend with rest of the neighborhood. (Hereford, along Lombard and residential streets)
- Design of multifamily is good, duplexes, triplexes look like single family. (Lombard, Portsmouth)
- Create a hierarchy of uses along busy streets. (Lombard, Portsmouth)
- Apartments provide needed inexpensive housing.
- Density in a mobile society needs to consider the auto.
- Allow flexibility for areas adjacent to expanding commercial- strong buffer not always needed, let commercial extend full block depth.
- Apartment building next to Methodist Church (Fiske?) is a good example of buffer.
- Transitions from commercial to multifamily to single family are fine (make sense), but multifamily needs to be designed and maintained better.
- General agreement with this approach.
- Unattractive multifamily development at Hereford.
- Rowhouse design would be preferable at Hereford.
- Litter is an issue. Many people use their front yards for auto repairs. Garages are needed for apartments so people have an opportunity to work on their cars inside.
- Put the auto entrances on side streets.

- Commercial to multi-home to residential works well.
- This is an excellent approach!
- Good approach.
- Approach works well enough, as long as the areas taken for said housing doesn't explode all over the landscape, and height is kept to a minimum, reasonable level.
- Mixed use with storefronts on the ground level would be a good transition.

9. The area from Portsmouth to Wall is less defined as a pedestrian-friendly main street. What of the existing character should remain? What should be changed?

Ideas for Change

- Move buildings up to street.
- Add landscaping in sidewalk.
- Gas stations could be softened with landscape treatments. (Lombard and Portsmouth)
- Keep area tidy; it's dirty and garbage cans are full.
- Level the sidewalks on Lombard. (S side of Lombard)
- Redeveloping the Eagles site is a good idea (5).
- Eagles site needs landscaping and street trees.
- Eagles would be a good grocery store site; could be mixed use with more housing at rear of site and tuck-under parking.
- No one likes Eagle's asphalt parking. Main street gets lost with this site.
- Eagle's site - trees are needed. Possibly develop shallow storefront buildings at edge of sidewalk.
- This area generally could be more residential in character.
- More outside seating needed.
- More bus shelters needed.
- Houses could be converted to businesses.
- Turn empty lot on south side of Lombard/Montieth into a number of cool businesses.
- Change everything and make it safer.
- Awful empty structure across the street should be torn down. Replace with a multi-store front building, family-friendly pub, or small library. (Lombard/Montieth)
- Fabric World store has great potential to be something great.

Ideas for What Should Remain

- Current level of auto orientation should remain – need auto traffic to make businesses viable.
- Les Schwab is okay – should stay. Would be great to have little shops nearby so you could walk around and shop while you wait for tires.
- Gas stations are needed for neighbors and outsiders. (2) (Lombard and Portsmouth)
- Les Schwab is a needed community resource; some auto uses are necessary/desirable.
- Eagles building is okay, but needs aesthetic improvements.
- Keep Eagles building, just build on some of the parking. (See Patricia's drawing.)
- Parking is okay; it encourages outside visitors.
- Fishwife Restaurant and Les Schwab are positive elements at this location.
- Comet Club is a halfway house located on Exeter (west of Eagles) – it's a positive element in the community.

Other Comments

- Multifamily is appropriate here, not single family.
- All the uses/buildings here are needed, but they're not pedestrian friendly.
- Okay to have auto uses mixed with more pedestrian friendly places.
- Sidewalks are interrupted by street-level ill-maintained driveways. (S side of Lombard)
- Restaurant location on McKenna and Lombard has had 3 restaurants in 1 year.
- Quality of restaurant important, but there is also the perception that traffic behaves like a freeway in this section, with no reason to stop, shop. (McKenna and Lombard, Portsmouth to Wall)

- Car wash – hard to address impact - possibly better vegetation/buffer would help.
- Small businesses do exist but get drowned out.
- Walking along strip, good to be away from main pedestrian area.

10. Vacant or underutilized sites along Lombard may have development potential. How do you envision these sites in the future?

Eagles Site (see Question 9 for additional ideas)

- Eagles site is an okay use but needs more trees and other aesthetic improvements – benches, paint job, mural, windows.
- Eagles site might be a good place for farmers' market out front – need uses for parking lot when it's vacant.
- Huron is a good location for new library, residential, or possibly mixed use; single story commercial not best use- depends on particular use.

Lombard/Newman

- Parking lot is okay here – would serve nearby businesses – needs more screening though.(SW corner of Newman and Lombard)
- SW corner of Newman and Lombard is a good place for new development.

Lombard/Montieth

- Parking could move behind the building. (Lombard/Montieth)
- Monteith is a good location for multifamily residential.

Other Locations and Ideas

- The site east of Weir's Cyclery could be used to add more storefronts, with residential above, compatible with Weir's, or don't build on it. Turn it into a pocket park, a place of respite. Grass, benches, possibly combined with a plaza. Area of congregation – chess tables, bookstore or knitting place.
- Great site for a bookstore.
- Height should stay the same.
- A public plaza would be good at the N Huron Merck Realty site; there was a farmers' market here at one time.
- Need more transitional, less expensive living.
- Residential uses close to parks is good for kids.
- Apartment housing would be a good use.
- No more used-car lots.
- Service-oriented business needed.
- Restaurants, specialty shops needed.
- Farmers market is a good idea. (2)
- Perhaps pocket parks with trees, benches, or café seating for small restaurants.
- Good uses: bakery, coffee, natural food store, toy shop.
- Discourage the obvious: car shops, chain stores/restaurants.

Additional Comments

- In-fill, in-fill, in-fill, yes, but it requires ensuring green spaces or pocket parks to meet needs of denser neighborhoods, and places for people to gather as a community.
- Overhead wires have always been an eyesore to me. Could they be incorporated into sidewalks and retain accessibility? How about set under covers along the center-line of the streets?
- I like the idea to venerate the existing old trees (sidewalks must go around them and we should remove the wires above that get in the way.
- I realize the need for gas stations, but must they be so ugly?
- It would be beautiful if the City hired local artists (like Vienna's Friederich Hundertwasser) to transform our neighborhood.
- We love this area, especially its natural beauty (Sauvie Island, Forest Park). However, now that we have a family, we wish for so much more. From a student's perspective, there is no where within walking distance to go out, except the Tea. Room. No decent restaurants to take parents to. No decent park within walking distance,

safe play structures, and other amenities.

Walk #2: Lombard Central

1. Community members have indicated a desire for Lombard Street to be a convenient, safe, and pleasant place to walk. What would enhance the pedestrian experience along Lombard?

- Crosswalk needed at Macrum and 1-2 blocks east.
- The City should enforce nuisance code regarding trees blocking the sidewalk.
- Bus stops need improvement, especially the shelter at Macrum.
- Nobody stops at the crosswalks for pedestrians (Cut median).
- Sidewalk width is adequate - large planting strip is desirable.
- Encourage innovative landscaping of planting strip.
- Encourage expanded sidewalk areas adjacent to cafes.
- Incorporate 'green street' design/ BES storm drainage credits.
- Remove chain link fence at Locati's.
- There are too many billboards.
- More awnings needed.
- Keep sidewalks clean.
- Enforce nuisance codes –remove obstructions.
- The narrow portion of Lombard (west of Fred Meyer) has a better pedestrian feel. Small mom and pop stores contribute to the village feeling.
- Need a crosswalk at Lombard/Westana.
- Add hotdog stands.
- Pave streets with gold.

Lombard/Ida

- Orientation of McDonalds has been good for increasing pedestrian activity.
- Curb extensions would help here.
- Pedestrian crossing is tricky because of cars turning left.
- Maybe all the lights should stop at once to allow for crossing.
- Bricks would be a good pedestrian amenity for texture and color.
- The walk light and signal time should be increased.
- There are a lot of people walking here – many children.

2. Community members have voiced concern about traffic conditions along Lombard. What are your concerns?

- Speeding is a major problem. Need lights to slow down traffic.
- West arterial roadway for trucks (second deck above RR) is a good idea.
- West arterial is a bad idea. Problem is that they'll exit on to Willamette. If it were built they it'd be pointless to do any pedestrian improvements. The instinct would be to turn your back on it. It would further split the community. There are other ways to address the truck issue.
- LRT option might reduce traffic.
- There are too many utility poles.
- Wall/ Lombard intersection could be enhanced to become a commercial node.
- Consider a roundabout on Wall.
- Street is too wide.
- Need a crosswalk at Westanna.
- Improve/change signal timing – traffic moves too fast.
- Add signals in certain places to slow/calm traffic and aid pedestrians.
- Cars don't stop for pedestrians.
- Cars go by too fast.
- Make pedestrian-activated light at Wall change faster to walk when you press it.

- Add more green space trees/shrubs/grass help to absorb noise, reduce pollution.
- There is a lack of synchronized signals.

3. Community members have indicated support for businesses that directly serve the surrounding neighborhoods. What types of shops/services are needed, and what types should be discouraged?

- Should have regional destinations – need to attract people.
- Natural areas may be a better attraction than shops/services – they could enhance the pedestrian/bike environment.
- Maybe have bird viewing at Smith and Bybee Lakes.
- Could have canoe rentals and bike shops.
- Need to clean up the river.
- Small shops are good uses – they add to village character – just need better maintenance – would benefit from storefront improvement program, especially in Lombard/Alma area.
- Prevalence of auto-oriented uses is not as a major concern east of the Cut.
- West of the Cut: uses okay, but too low density.
- Regional attractions are okay, to a limited extent.
- More mixed use (housing/commercial and pedestrian/ auto oriented) and higher density needed.
- Redesign Fred Meyer site to orient more to the street.
- Some auto dealers are okay, but we don't want this to become 82nd Ave.
- Chain link fences are unsightly and should be removed. Paint and remove barbed top.
- Discourage auto-oriented uses.
- Encourage local eateries, cheap ethnic food.

4. Although Lombard is primarily commercial, residential uses exist as well. Where are the most appropriate locations for housing along Lombard?

- Actual density is closer to R7 than R5 – density is less than it was 20 years ago, but there is more housing than 10 years ago – smaller households.
- Residential near Alma is good, especially the older single-family homes. Nice to have these homes mixed in with commercial uses – shouldn't convert to multi-family housing.
- Can keep house structures and have commercial uses inside.
- R2.5 might be appropriate at Lombard/Alma.
- Multi-family is generally appropriate between Wall and Polk - 2 to 3 stories (example at west corner of Lombard/Wall).
- Storefront commercial type buildings are good with neighborhood serving uses - can mixed throughout Lombard.
- Farther west (where street narrows) is good environment for smaller scale, neighborhood oriented retail, using existing single-family housing stock.
- Lombard from Ida to Buchanan may be a good area to add more residential; tough commercial location.
- Keep small, older, single-family residences – they add character and indicate what the neighborhood is about.
- Street setbacks: commercial should come up to sidewalk; residential at ground floor should be set back – upper floors may be okay at sidewalk.
- Provide/keep planting strips on residential streets.
- Street trees needed for both commercial and residential areas.
- 3 story residential is okay, but keep heights down (2+ story) near smaller R5 dwellings/lots.
- Part of the charm of the area is the authentic looking buildings.
- Residential areas seem to stop at Buchanan.
- Anywhere from Woolsey to Buchanan would be appropriate for housing.

5. The area from Wall Street to Ida does not have a strong pedestrian-friendly main street character. How do you use this area? What changes would you like to see?

- Everyone loves Locati's – this would be a good area for multi-family.
- Make Wall/Lombard intersection into higher intensity node.
- Buildings should have little/no setback to frame intersection.
- Locate a bike shop near the Cut.
- Sites adjacent to the Cut could be used for more active uses – shops, live/work or possibly residential.
- Cut improvements should take advantage of the greenspace.
- I bike to Fred Meyer.

6. Vacant or underutilized sites along Lombard may have development potential. How do you envision these sites in the future?

- They will do the unexpected.
- Pull buildings up to the street on/near Fred Meyer site at Ida.
- Eliminate Fred Meyer blank wall on Lombard to add vitality to street.

7. Unimproved alleys are found on several blocks adjacent to Lombard. Are they functioning well? How do you envision them in the future?

8. The Peninsula Crossing Trail is part of a regional trail system, the 40-mile loop. How could it be improved to better connect nearby communities to the commercial activity of Lombard?

- The path should be continued and there should be a good place to stop.
- Add a destination at the Cut – restaurant, market, kiosks, trail maps, coffee shop, hot dog stand, etc.
- Lombard should be more bicycle friendly in general – need consistent bike lanes.
- A covered rest area would be appropriate at the Cut, with a community bulletin board. But there would be vandalism and safety issues.
- Gas lights could light the bridge over the Cut.
- Fred Meyer (Lombard/Ida) is an okay use, but should design it like 122nd and Glisan with housing above.
- New Seasons or Natures would be preferable to Fred's, or else smaller shops.
- Fred Meyer buildings should come up to the street, with parking behind.
- Arches would be a good feature at the Cut - same design as St Johns Bridge.
- Put planter baskets on bridge.
- Refurbish the fence on the bridge over the Cut.
- This would be a great place for gateway feature.
- Put a pocket park at trailhead on the east side of the Cut.
- Screen substation with landscaping or art fence – it's ugly. Redevelop?
- Consider Sharon Nasset concept - use Cut for new transportation link between NW Portland and Vancouver.
- Attractions at edge of trail would draw people in - add shops (juice/coffee/snacks) and kiosks.
- Connections at ends of trail (here/others) not good – people feel lost.
- Add a map/business directory board for trail users (bikes) to let people know where they are and what is nearby.
- Develop arch across Lombard and add other unifying elements above the Cut (use St. Johns Bridge and cathedral motif).
- Improve/renovate the railing over the Cut.
- Eliminate chain link and replace with better more correct (design) material.
- Add restrooms/facilities for trail users.
- Paint the bridge.
- Add a landscaped trail on the north side.

9. The railroad cut acts a boundary between neighborhoods since there are limited crossings. What are your suggestions for unifying elements/measures? What form of development do you envision for adjacent sites?

- An arch on either side would visually connect the two sides of the Cut – maybe repeat the themes from the St. Johns Bridge.
- Need another crossing over the Cut because it's a long way north from the Lombard crossing.
- Add more landscaping to the transition areas near the Cut to tie in with green corridor.
- Add benches to the space adjacent to the Cut.
- Pedestrian-oriented retail in this location might not work – not enough density nearby, however some small retail to serve trail users might work.
- Residential near the Cut might work but a potentially noisy location.
- Commercial or live/work (residential?) would be appropriate on side streets. It should face the Cut or greenspace area rather than Lombard.

Lombard/Macrum Site

- More landscaping is needed in the area to camouflage the electrical transformer station – same with the public storage facility – needs to blend in with green surroundings.
- The greenery should be extended to the east from here.
- There's residential nearby but it's hidden.
- Landscaping currently goes along Macrum but it stops as it approaches Lombard – should be extended to go all the way.
- A narrow pocket park with benches would be a good use here.
- The public storage facility used to be a lumber yard. It currently serves a need for the community – should remain, but become more aesthetically pleasing.
- Housing might work to replace public storage facility, but there might be noise issues from the trains.
- Public storage facility – add landscaping in setbacks and parking areas.

10. In some areas, commercial uses along Lombard are adjacent to residential areas. Are there smooth/workable transitions between the existing businesses and residences?

- Yes, transitions are smooth.
- Provide appropriate transitions to R5 areas – heights of new development need to consider privacy of residences.

Walk #3: Downtown St. Johns

1. Some people see the James John Elementary School, St. Johns Library, YWCA, and St. Johns Community Center functioning as a civic area for St. Johns. What do you think about this idea? How could this area be improved to enhance that function?

Ideas

- Improve visibility for kids.
- Playground could be used for special events outside of school hours.
- Playground area could have nicer fence and act like a plaza. (2)
- Fence sections could be removed to allow movement in and out. Or remove fence, replace with a permeable low wall – green aspects? That can be opened to Lombard, but secure during school hours.
- Break up the large expanse of black top on the playground.
- Add more large canopy trees.
- Put a bench on the outside for elderly to watch kids play.
- Establish more street trees in the schoolyard and along Charleston.
- Establish benches along Lombard at schoolyard, especially ones that face toward the playground for interested seniors. Double sided benches?
- Put greenery in and around the elementary school playground.
- Redevelop the playground/parking lot with retail – this could be an anchor of a new pedestrian walkway.
- One easy improvement would be replacing the fence at the school with a more attractive one that could open, and allow the playground to double as a plaza, farmers market, etc.
- Build connections with special street crossings (brick, etc.) and greenways/pathways providing connections from the Library to the Tennis Center.
- Connect the Library and YWCA by using the natural thoroughfare (pedestrian and bike) that extends at each end of Kellogg from Charleston to New York.
- Use different types of materials on road. Brick paving, something that would make people slow down- accentuate buildings.
- Paving structures would integrate School and Library, slow down traffic, and make it more beautiful. (3)
- Put in raised crossings between library and Leonard Street.
- Don't put in speed bumps - they slow down emergency vehicles.
- Slow down traffic on Central.
- Establish a stop sign near the community center to slow traffic on Central.
- Improve transit service on Lombard – bus should come more frequently.
- The alley connecting New York to Chicago should be extended to the elementary school to make a nice pedestrian way – people currently come here to drink and then leave their trash – it needs to be cleaned up and extended.
- There should be a pedestrian link from the school to the current Safeway area, to downtown.
- Need a crossing between the library and school – a visual tie.

Comments

- Community Center is farther away. Maybe two different places.
- Playground looks like a kid prison.
- Very attractive buildings.
- There is general agreement on the idea of a civic center.
- People use the library and school – need to have better access.
- I like the idea, though the Community Center is outside the area. I especially like the idea of focusing civic activities at the school/library area.
- I like the idea. I would like to see Safeway move across Richmond and free up that block for redevelopment as part of a civic center.
- I think focusing on that within the next 20 years would be a waste of resources.
- Library and YWCA are visually and physically isolated from the rest of the downtown by the schoolyard, and the Community Center is isolated by the Safeway and its parking lot.

- Great idea.
- Traffic is dangerous for kids going to and from school.
- Traffic is too fast on Central.

2. Community members have indicated strong support for existing small businesses and a desire for a more diverse mix of businesses that serve the community. What measures could provide a healthy environment for existing and new businesses?

Development Suggestions/Comments

- Mixed use is needed/desired - 2-3 story buildings with retail at the bottom and housing on top.
- There should be fewer second-hand stores; middle class is forced to buy outside the area.
- Foster niche businesses.
- Need for a new hardware and drugstore.
- Be careful not to gentrify the area as redevelopment occurs. Maintain business and residential options for people of all incomes.
- Storefront buildings but entrances area at the back with parking.
- Good development sites: Pelican, Richmond St.
- The area from Ivy Island to Charleston is opportunity for redevelopment. The Mulliken building doesn't have entrances onto Lombard. Entrances are to the rear—it's not easy to walk along here, mainly due to fast traffic speed and curved roadway.
- The area needs an anchor, a significant business to draw people. Storefront commercial development/zoning is good for this block. (Lombard, from Ivy Island to Charleston)
- Everyone likes the development on the Tulip Pastry block.
- Garbage cans need to have the lids sealed.
- Should attract more unique shops.
- There should be a theme – need a reason for people to come here and shop – a niche like antiques in Sellwood.
- An entertainment theme would work well – bars, theater, restaurants, etc.
- Natures would be good here.
- Saturday Market would be a good use.
- We don't want to be overwhelmed by people from outside the area; new development should reflect that.
- More restaurants should locate here.
- The Men's Shop brings people from all over Portland – great prices and quality products – we need more shops like that.
- Clean up storefronts.
- US Bank is a good site for a small grocery store like Trader Joe's.
- Possibly allow additional height on bank site for tower to terminate vista from bridge
- Area needs a bookstore like Powells – maybe it could feature a small museum that highlights the area's history.
- More housing in Town Center-2 or 3 story minimum (4-5 story maximum) to bring people back to the downtown, and support business. I would like to see 1,000 to 1,500 units located here, within 2-6 blocks of Lombard.
- More people equals more customers! Increase density.
- More density and vehicles to bring more density to the area.
- Off of Lombard there are some very large buildings along Kellogg that should be divided into smaller retail shops that can realistically be supported. Convert the rear sides of these stores into small booths, convert the alley to a walkway and start a "Saturday Alley."
- Incentives for new retailers.
- Older businesses are great. Some type of these needs to prevail. Keeping franchises out would be best.
- Facades would improve appearances.

Transportation Suggestions/Comments

- Make sure Lombard/Jersey traffic doesn't divert to Central; traffic control needed.
- Put in a stop sign at Lombard/Jersey.
- Move south and make 2-way traffic north of plaza so it is adjacent to it.

- Use different paving treatment on specific sites throughout the area.
- ODOT needs to update its signs.
- Parking is really not a problem for customers in the town center. It is never a problem to find parking in downtown St. Johns. (2)
- Transit routes 16, 17, 40 converge here. (Lombard/Charleston)
- Add historic, pedestrian-scale lights.
- General consensus that people like on-street parking.
- Busses should have designated pullouts so they don't block traffic.
- Blind corner is extremely dangerous – can't safely cross the street. (Lombard/Charleston)
- There should be traffic calming throughout the area to make it better for pedestrians.
- Cars already avoid the town center because through traffic goes on Ivanhoe – some should be diverted onto Lombard to give support to businesses.
- Need higher density of parking – PDOT should get rid of the wide yellow lines between on-street parking spaces in the town center.
- On street parking is critical – on site parking should be at rear of buildings.
- Coming off the bridge you cannot see the Lombard retail area because of current streetscape. Alter the bridge area and Philadelphia St.
- On street parking is needed here to help slow traffic. (Lombard, from Ivy Island to Charleston)

3. Development on blocks adjacent to Lombard supports main street businesses. How should these areas develop in the future to best serve the area?

Development Suggestions/Comments

- Live-work mixed-use developments (commercial and residential), 3 stories.
- There aren't enough people to support the commercial area. We need more residents in the area adjacent to Lombard.
- This is a good street to put housing or live/work spaces. Housing should be suited to families and allow for ownership. More housing options such as town homes or condos, a lot of people don't want yards. (Kellogg/John)
- Housing should be an element. Can see some small-scale commercial development with housing above. (Kellogg /John)
- Make loans available for subdividing large sites so there can be 3 – 4 stores facing in different directions, where now there's only one under-utilized parcel.
- Need to get rid of blank walls.
- Lombard is the best shopping street in Portland.
- Need density here to support businesses – more housing.
- Mixed-use development would be a good idea.
- A lot of housing is needed to support these very large retail sites.
- The loading docks on the backs of main street buildings need to be made more attractive. If they're not actually being used any more for loading, then they can be re-designed as entryways onto side and back streets – need to be attractive and usable from all sides.
- Residential would be the best use.
- Multistory mixed-use buildings, plus non-storefront business (like the new Safeway) that would draw consumers to the people.
- Increase housing with multi-family units and apartments not really suited for commercial (except the Safeway/Rite Aid complex). (South side of Lombard)
- Develop civic center idea and increase density, keep parking. (North side of Lombard)
- Medium density housing to 45 feet would be nice. (North side of Lombard)
- There is a “dead spot” between Crouchley Plumbing, Tennis Center, Shagnasty's, Jowers, and Bark of America that invites illegal activity. This is a hugely underutilized area.
- There should be a buffer between taller commercial/residential buildings on Lombard and the houses on streets behind.

Transportation Suggestions/Comments

- Street feels like a wide alley. It needs more lights.
- Make it a one way street with angle parking?
- Create a service entrance for James John school.
- Parking meters are desirable on Lombard but not on side streets.
- There's a lot of paving.
- The existing bollards are ugly - add new ones with artistic characteristics. This design can be repeated elsewhere in the downtown to unify – as with paving treatments. (Kellogg /John)
- Add street trees. (Kellogg /John)
- There is a debate about metered parking at Kellogg /John.
- Introduce low level lighting, on street parking, without meters to encourage people to park behind Lombard. (Kellogg /John)
- Is this an area used for pick-up/drop-off for James John students? Turn the north leg of John/Kellogg into a one-way (north on John, west on Kellogg) and add angled on-street parking.
- Kellogg is a dead street.
- Parking is needed to support businesses – you can always find a space on neighborhood streets off Lombard – it should stay this way.
- Parking is already adequate – there's plenty of it, but it's not clear where it's located.
- Put little islands like NW 25th to slow traffic on Ivanhoe but still allow a steady stream of traffic.
- Need better signage directing people towards parking areas.
- The area behind stores on Lombard is OK for parking – but clean it up.

4. Large sites downtown may offer opportunities for change. How do you envision these areas in the future?

- Big development area with much potential.
- Clean up the area.
- Stop using the back of buildings to place parking and dumpsters.
- Need for structured parking.
- Put historic, pedestrian-scale lights.
- Parking structure for town center?
- Affordable, density housing?
- Need to establish visual anchors between Safeway and Plaza.
- Seems to be an important pedestrian path behind the Racquet Center that connects Chicago to Burlington. Do people use this to get to Safeway? Appears that path is mostly on city property except site adjacent to Chicago.
- Look into establishing a more formal connection here for pedestrians and bikes.
- Restore alley.
- Open up Leonard through redevelopment of Safeway site-pedestrian path to school.
- Medium density residential would be good here.
- This block goes totally dead because of the playground in the middle – disrupts pedestrian activity.
- Put in a pedestrian expressway from the elementary school through where Crouchley Plumbing is – past the racquet center.
- Create 2 or 3 little pedestrian nodes that people will travel between.
- This is the heart of St. Johns – the fact that it's a transit center gets overlooked – needs to be better indicated.
- Housing on Safeway site might be OK
- Redevelopment of Safeway site for new commercial/grocery makes sense.
- Assuming that at least one major grocery (Safeway?) and drugstore (Rite- Aid) are here, the larger sites that remain should be considered for “landmark” mixed-use, 4-5 story building with 70-100 housing units.
- Change Baxter Auto site to mixed-use like the Health Clinic.
- Break large buildings into smaller shops.
- Vacate Kellogg and use for parking (?); reorient Safeway/development on site and use back areas on Central differently (housing?)

Safeway Site Comments

- Safeway site should have underground parking with senior housing.
- Turn the Safeway lot into a community swimming pool.
- Safeway has too much parking.
- Safeway to rebuild with building-oriented to Lombard-could use housing on top.
- Senior housing in front of Safeway, or new store at the street (Kellogg) with parking and housing behind it. Or housing on top of store.
- Modernize Safeway – turn it into a mixed-use development.
- 12-story mixed use development of office and housing would be good for the Safeway site – appropriate scale.
- 12-stories would be too high for the Safeway site, but mixed use makes sense.
- Safeway is not well used.

Racquet Center Site Comments

- Racquet center is fine, brings people in.
- Tennis center is City-owned.
- How much is the tennis center used? Replace with outdoor courts elsewhere.
- Move racquet center. Site is prime real estate and appropriate for housing.
- If racquet center stays, open it up so people can see what is going on inside.
- Racquet center is used – but no one seemed to know how much. Many people walk to it.
- Really want an aquatic center. Generally okay with moving existing recreational activities of the racquet center to the community center.
- Housing would be appropriate on Burlington in front of the racquet center.
- Put the racquet center closer to the community center.
- People don't use the racquet center – it's extremely expensive and people here don't play tennis. There are already courts in Columbia Park and Pier Park, and at other locations – they're not needed here.
- A water park would be good here – it would become a destination.
- There's a dead zone right next to the racquet center – people hang out and drink there.
- Put in pedestrian improvements by the racquet center, with greenery.
- The racquet center architecture is awful.
- The large block that holds the tennis center could be a major focus of PDC redevelopment. This is the critical piece of the puzzle that the PDC could use to spur other development in St. Johns.
- There is a lot of wasted space here.
- Replace parking with housing or more retail.
- Extend housing through the racquet center.
- Tennis facility is not well used.
- Put a swimming pool here.
- Tennis center may not be best use of this site - could become housing/mixed use, but might be appropriate to include some parking for the town center areas.

5. Much of the residential area north of downtown is single dwelling development on 5,000 square-foot lots. How do you envision this area in the future?

- This is a very quiet single family neighborhood, very close to downtown. Better to put high rises here than at the waterfront, but where to put park and address traffic transition?
- Single family to duplexes to townhouses or apartments.
- Need more density to support commercial area.
- Residential area is in transition – renovations in process.
- Leave the zoning pattern and allow the residential area to remain at same density. Concentrate efforts on developing housing along Lombard and fringe commercial areas.
- Suggest drawing zoning lines through block centers, instead of in the middle of streets. This way, development will be similar on both sides of the street, providing better relationship.
- Need higher density.

- Tall buildings wouldn't be appropriate here. They should be 2 – 3 stories maximum. (New York/Kellogg)
- Having town houses fronting on to New York would be a good buffer between Lombard and single-family homes.
- This area could possibly accommodate higher density.
- Need to consider gradual transitions between commercial, higher density residential, and single dwelling residential uses.
- No change to single family zoning north of Central/John, as the area is just beginning to stabilize. Shaded areas on your map [area where Comprehensive Plan zoning differs from existing zoning] are also stabilizing, and the trend toward home ownership should be reinforced.
- Keep it the way it is now! Don't force density into the residential community. Increase density on Lombard and maybe one block on each side.
- New developments should use impervious surfaces.
- These areas have stabilized and should be left alone; small parcels are hard to consolidate.
- Need to ensure adequate parking for residential projects.

6. St. Louis and Lombard (east of downtown) currently carry considerable truck traffic through primarily residential areas. How do you envision these streets in the future?

- S-curve - study to signalize for crossing.
- Fessenden - lots of multi-family and children.
- St. Louis is in need of grocery store and refuge from traffic.
- Busiest times for traffic are mid morning and mid afternoon on Fridays. Traffic at the intersection creates a lot of noise. (St. Louis/Lombard)
- This is part of the truck route to Rivergate and SW Washington. Left turns from St. Louis onto Lombard (heading north) are slow and difficult. Sometimes, truck drivers will go straight through the intersection, cutting through the neighborhood. Establish photo radar to determine how many/which trucks cut through the neighborhood.
- Residential uses should remain here.
- After 6pm the truck traffic dies off, so not an issue for residents.
- More businesses here would be a good use – it would make people want to live here.
- Landscaped islands would help to slow traffic.
- There should be a stop sign by Plaid Pantry so trucks and cars won't speed around the corner.
- Free right turns are problems for pedestrians.
- Fessenden and St Louis Streets need planning attention – grocery store (Fessenden) needs to be part of plan (CN2 areas?)
- Apartments on Lombard – use conflicts with truck traffic. Consider larger setbacks from the street for buildings on truck routes.
- Need to calm truck traffic, make area safer for kids.
- Increase pedestrian safety.
- Consider signalized pedestrian scramble phases where all vehicles stop.
- The streets should be managed to provide a fixed amount of truck traffic, with an emphasis on traffic calming and pedestrian crossing at all legs of all intersections.
- The long-term solution to the truck traffic issue is to create another river crossing. The interim strategy of the City, Port and ODOT plan to make more of an S-shaped intersection here at the northwest corner, to facilitate truck movement. General feeling was that the neighborhood could not change that, but they have more control over what happens on the corners south of St. Louis. Provide pedestrian amenities, better street facing development on the south side of St. Louis

7. Ivanhoe (between St. Louis and Philadelphia) carries considerable truck traffic; land uses along this corridor include parking, housing, and services. Given that truck traffic will likely continue here, how should this area develop?

Development Suggestions/Ideas

- Turn empty parking lots into transition areas, with open space features such as green space and small events. (Ivanhoe/Baltimore)
- Area is already a transition area between commercial and residential. (Ivanhoe/Baltimore)
- Use corner lots to create large (4-5 story mixed-use buildings). (Ivanhoe/Baltimore)
- Live/work or studios, mixed-working.
- Incubator buildings (e.g. sell flowers, studios, food, fish tackle), storefronts along Ivanhoe sidewalks.
- There is a good mix of housing and services – the area is fine as it is.
- Apartments are okay here – good buffer for the SF homes behind.
- Little businesses/services are okay here – they work better than retail would.
- The health center should have located here.
- It might make sense to encourage residential here instead of having empty office space.
- Church use might be okay.
- Mixed-income housing would be good here.
- Medium density housing would be good – rowhouses oriented on side streets instead of on Ivanhoe.
- Could be appropriate for live/work situations with light industrial/commercial at ground level.
- Liner buildings on Ivanhoe – short term.
- Improve substation – needs maintenance.
- Good place for a gas station.
- Ivanhoe should develop more intensely.
- Multi-family housing would be appropriate on the south side of Ivanhoe.
- Place utility lines underground. (Ivanhoe)
- New development should include more flowers and trees. (3)

Transportation Suggestions/Comments

- Create a straight connection to river and in the other end to the Racquet Center in some type of recreation trail. (Ivanhoe/Baltimore)
- Truck oriented.
- Plant street trees on Ivanhoe that do not grow so massively.
- City parking would be nicer than parking lots on Baltimore and Ivanhoe.
- Good stretch for motorists to get speed. They speed to get the green light at Philadelphia.
- People avoid walking because of traffic.
- Add islands.
- Really hard to cross.
- Traffic speed is too fast on Ivanhoe, especially off-peak hours. Rarely will people park their cars on this street due to safety concerns. Hard to cross this street. We saw someone park a car partially on the landscape strip to avoid the traffic. Create landscape medians in the center, or widen existing landscaping strip to slow traffic speed. Add curb extensions.
- The trees add a lot of benefit on this street. Potentially a great walking street, but it's very noisy.
- This parking area is in a great location, but it is in bad repair. Also, it's not clear who can use this parking lot. This is a great resource, but it is not well used. (Parking lot at Baltimore and Ivanhoe)
- The parking lot should be re-paved and landscaped, especially at property line. It needs to be clear that the parking lot can be used by customers. Potentially, it can be a shared resource for the whole community. A great parking location for the theatre. (Parking lot at Baltimore and Ivanhoe)
- The trees make the street nice.
- Streets are nice and quiet at night.
- Pedestrian crossings are basically okay.
- Traffic calming circles should be considered but wouldn't work with truck traffic.
- Maybe parking should be reduced along here.
- Parking in this area is important to town center businesses – parking possibly a good short term solution
- Streets should be managed to provide a fixed amount of truck traffic in anticipation of an improved connection (new bridge) in the future.
- Area won't develop if truck traffic continues.

- Keep parking on the north side of Ivanhoe.
- If sites are built, restore on-street parking on the north (Lombard) side of Ivanhoe to provide parking and buffer traffic.

8. The Ivanhoe/Philadelphia intersection is an important gateway to downtown. What changes to vehicular and pedestrian circulation could help business vitality? What changes could improve connections to Cathedral Park and the river?

Transportation Suggestions/Comments

- Install a median in the middle of intersection. (Ivanhoe/Philadelphia)
- Install pedestrian refuges on Ivanhoe.
- Different surfaces would create a path for pedestrians.
- Make Burlington the prime and most attractive pedestrian route from plaza to bridge and Cathedral Park. Sidewalks should be wide. Make it a five point intersection: Burlington, Ivanhoe, and Philadelphia (terminus). Crosswalks should be established to slow traffic through this area.
- A traffic circle with a sign would be good.
- Pedestrian enhancement - add signage for pedestrians connecting downtown to the river and park. (2)
- In the next 20 years there won't be trucks traveling on Ivanhoe and the bridge.
- Modify the intersection to a design that optimizes the roundabout bridge-to-Ivanhoe truck traffic, and improves pedestrian access between St. Johns and the Cathedral Park area.
- Build cobblestone side/pedestrian streets adjacent to bridge (Philadelphia) to river.
- Create a traffic circle?

Development and Design Suggestions/Comments

- Create a gateway to area.
- Build a public information center.
- Enhance old City Hall.
- Plant thinner trees in green space so as to not cover City Hall from the downtown plaza. (West of Ivanhoe at Philadelphia)
- Signs shouldn't be taller than Gateway sign.
- Preserve views in this area. (5)
- Need a visual connection between downtown and bridge. Apply height restrictions so that views of bridge and forest park are maintained from this location. Identify a landmark or building that becomes the height limit, similar to the Eiffel Tower.
- Sign height should be limited. (5)
- There should be gateway signage before you get to the intersection.
- The St. Johns identity markers – "Welcome to St. Johns", etc. - should start on the other side of the bridge, not after you've already landed in St. Johns.
- The precinct plaza should be larger – people feel hemmed in.
- Better signage is needed to indicate business district entrance.
- Provide more permeability to downtown SJ – open view in, and frame with buildings
- Create a more significant info kiosk at entry.
- Trees block view of Precinct – limb up or thin out.
- Most don't like Dad's building.
- Noise level is too high.
- Trees in plaza may obscure views of downtown – cause loss of business and activity.
- Improve the connections to river on Baltimore.
- Improve it as a gateway to downtown by increasing the visibility of Lombard stores from the bridge.
- Eliminate mocendy trees on Burlington.
- Okay as it is.

9. The plaza area is at the heart of the St. Johns business district. How could it be improved to create a better downtown?

Development and Design Ideas

- Remove brick walls, redistribute benches, open up plaza with a nice, warmer design.
- Place plaza across Lombard, around the Starbucks area, and realign Lombard.
- Need to allow for views down Burlington to the river (North Prescient too).
- Plaza needs to become a real meeting place. Right now it is too concrete-not friendly and cluttered with buildings.
- Dads needs to go.
- Need signature buildings-current buildings are very memorable.
- Main street - ideal site for grocery store at US Bank building.
- Better to remove buses to perimeter.
- Build a Police Station.
- Allow taller buildings. Postcard views.
- Build a 3 to 4 story building.
- Art in square should be in tradition with older neighborhood.
- Either demolish Dad's, move it, or shave off 15-20 feet of the building to allow clear views up and down Burlington. This axis is important since it provides prominent views of the bridge and forest park on one end, the downtown in the center, and the community center is at the northern end.
- The plaza needs a significant building to elevate it; existing buildings around the plaza are of no interest. City Hall is nearby, but views are blocked by Dads and trees.
- Most agree that moving or removing Dads is a good idea.
- The horse fountain now in Washington Park was originally located here; should be returned to St. Johns.
- Establish a low-level wall around plaza to frame it.
- Statue of James John? (2)
- Plaza needs more greenery – needs to be softened – it's just concrete and brick.
- Close off the Burgerville alley.
- Create an esplanade going down to the river.
- The plaza is located in the right place; keep it here.
- The plaza is too small; should be expanded.
- The view corridor from the plaza of the river, bridge, precinct and west hills is obstructed – trees on Burlington get in the way – should consider removal.
- The view of the retail area is blocked by trees – if you weren't from here, you wouldn't know stores were here – need better visibility.
- Need more lighting.
- The seating is okay, but more is needed.
- Brick walls don't make sense.
- Improve the plaza with a restaurant or other use that opened to plaza.
- Bigger buildings adjacent would be okay.
- Oldest surviving gas lamp is a feature that should be maintained.
- Storefronts on opposite sides of Lombard and Philadelphia should be better linked with the Plaza.
- Replace Dads with major "signature" mixed-use developments at signaled intersections
- Extend plaza view to focus on old City Hall and the bridge.
- Move the plaza away from Dads so it is not "Dads' front porch."
- Get rid of brick walls in place of actual seating. Orient seating towards view of hills and increase visibility.
- Get rid of all concrete pillars.
- Limb up the trees to 20 feet so people can see the business.
- Expand Plaza to Ivanhoe/Philadelphia intersection.

Development and Design Comments

- Bank has no entrance on Lombard but a parking lot instead. Once site was developed like across the street, with shops that fronted the street.

- The plaza isn't inviting. (3)
- Poor selection of trees.
- Plaza acts as front porch for Dads.
- Benches are too close to Dads, facing it.
- People hang out in the plaza but it could be better.
- Area is home to too many bars, making the plaza unsafe at night.
- Illegal drug activity occurs at the plaza, a block away from the police precinct.
- I like the trees.
- European feel to disconnected streets.
- Most like Dad's and its owner, but think the building and use is unattractive and not appropriate for the heart of downtown. A bar does not mirror the civic nature of the plaza.
- Dad's blocks views to the bridge, river, and downtown.
- The clock is a wonderful feature.
- In Europe there would be a tower to terminate bridge entry.
- The plaza gets a lot of use.
- Dad's makes people feel uncomfortable – it's ugly.
- The alley next to Burgerville doesn't make people feel welcome.
- The plaza feels unsafe.
- Skateboarders are rude and careless here and the police don't do anything about it.
- The plaza needs to be more than a bus stop.
- The plaza is too "hard".

Transportation Ideas/Comments

- Put parking off street, but nearby.
- The plaza is at a point where four different street grids meet. This a unique characteristic about St. Johns to be celebrated; street locations should remain as they are.
- One street design option would straighten the alignment of Burlington, taking out the one way Philadelphia piece, creating more of a t-intersection with Lombard. The plaza could be moved to the US Bank side.
- Another street design option leaves the street alignment, but adds more plaza area to the Dads location.
- Keep the Philadelphia segment but make it two way traffic.
- Incorporate bollard design that may appear near Ivy Island, Kellogg. Incorporate unique paving characteristics on adjacent roadway paving to tie in with Ivy Island, Kellogg.
- Traffic needs to slowed around plaza.
- Crosswalk is needed at Baltimore.
- Lights should be synchronized.
- Traffic uses Philadelphia/Lombard to get to Rivergate – should use Ivanhoe to Lombard.
- A two-way Philadelphia might make sense.
- Street grid doesn't match up so it is more interesting, makes people slow down.
- Cut through traffic is a problem.

10. Ivanhoe east of the bridge is less impacted by truck traffic, but is still a busy street. There is a mix of auto- and pedestrian-oriented developments along it. How do you envision this street in the future?

Transportation Suggestions/Comments

- New crosswalks needed.
- Put a stop light at Richmond and special paving crossings for visibility/guidance.
- It's usually not hazardous to cross the street as a pedestrian, but maybe signals should be added.
- Community likes traffic to move quickly through here – might not be a good idea to slow it down for pedestrians.
- Because Ivanhoe is an emergency vehicle route, it shouldn't be slowed down too much.
- Activated pedestrian lights could help.
- No right turn without a light at Richmond. Make turning radius more intense.

- Pedestrian crossing at John is needed.
- Ivanhoe is seen as the service street to Lombard; appropriate to provide larger scale uses and parking.
- Ivanhoe and Richmond needs a 4-way stop.
- Need to increase through-traffic to get national tenants along Ivanhoe.
- Ivanhoe should be a designated transit street so that setbacks are reduced.
- If elementary school moved to the Safeway area, there might be a safety issue because students would have to cross the heavy Ivanhoe traffic.
- No free right turns on Richmond/Ivanhoe and Willamette/Richmond
- Need 4-way stop on Richmond.
- Would traffic circle work?
- Need better signage to bridge.
- Re-establish street grid through Pan Pacific property.
- Punch Charleston and Syracuse through Pan Pacific site as multi-mode or at least pedestrian streets.
- Need to handle parking on Pan Pacific site – courtyard or tuck under.
- Provide pedestrian connections (signalize?) across Ivanhoe – possibly at John Street.
- First step would be to remove ODOT and City signage that refers to “Highway 30 Bypass”.
- Ivanhoe is currently difficult to cross but its is also an important thoroughfare for traffic. Traffic islands would slow it down for pedestrians but keep it useful for cars.
- Dangerous crossings for kids. Safety is main issue.
- Corner at Richmond is very confusing for motorists and dangerous for pedestrians.
- Trucks avoid light at Lombard/Richmond by going through east of Richmond.
- When Ivanhoe gets too stopped up at rush hour, people use Willamette instead.

Development Suggestions/Comments

- This would be a great place to live – housing should go in along here.
- Rite-Aid/Blockbuster site should have been developed with a more pedestrian-friendly design.
- It should become mixed use – housing with retail below – but would be hard to finance. (Ivanhoe/John)
- Redevelop Rite-Aid/Blockbuster site, placing parking in the back (Syracuse) and building to the sidewalk. 2-3 story housing above it.
- Put parking behind new mixed-use, multi-story buildings.
- 3-4 stories, well designed, with a step-down to back would be appropriate.
- We want a reasonable grocery store.
- Need to increase density to get national tenants along Ivanhoe.
- Safeway would be good here, but 2 previous supermarkets haven’t been successful here – need more density.
- Grocery store site should be developed with mixed-use, but it should be 4 stories or less because if it’s too tall the view would be blocked.
- Maybe the school should be moved to the vacant Safeway area and then the existing school could have residential uses.
- Need grocery store.
- Height (Pan Pacific): 4-story is OK – transition at edges.
- Need to start building 3-4 story “signature” mixed-use developments at signalized intersections.
- Develop Safeway site. Encourage Safeway to relocate to Ivanhoe to free up present site for a civic center.
- Encourage housing density on the North side of Ivanhoe.
- Commercial site here stays vacant because the customer base is too small – the lease income won’t support tenant improvements.
- Ivanhoe is to NW 25th Ave. as Lombard is to 23rd.
- Design is big issue for Pan Pacific site.

11. Ivy Island, at the eastern entrance to St. Johns, directs westbound Lombard traffic onto Ivanhoe and into downtown St. Johns. How could the area be changed to improve viability of the commercial core while maintaining a pedestrian friendly character?

Ideas

- Create right turn, slow down.
- Consider a 4-way stop.
- Need sign to approach bridge.
- Could we envision public art in the island?
- If island stays, plant roses and install seating.
- Create a gateway into St. Johns business community.
- Install stop sign before Ivy Island. Create new/different roadway paving patterns, colors, or materials. These techniques can be used similarly at other locations, such as near St. Johns plaza, to unify the district, indicate special locations.
- Establish curb extensions on side streets, to slow vehicles turning from Lombard.
- Remove 30 Bypass sign – it no longer applies.
- Work with ODOT to re-design.
- Straighten out intersection; make are a four-way intersection again by moving Ivy Island to south to connect with sidewalk on Lombard. Ensure that traffic doesn't use Jersey as a cut through.
- Flatten it, plant roses, create a plaza!
- Should have a 4-way stop at Ivanhoe/Richmond.
- Straighten out the curve so it's not blind coming around the corner.
- Put matching arches on either side of the island.
- Shrink the island to create straighter access into the town center – make it more like a T.
- Keep the island as is – it works okay – basically functional.
- Traffic should stay diverted from the town center.
- Keep the view clear across the island – don't re-plant with shrubs or anything that would block the view.
- The utility wires here should be made less visible.
- Landscaping is okay as is, but should consider ivy removal – another groundcover would be preferable.
- Don't change it - island is visually good – marks entry.
- Traffic needs to move through the town center.
- Make island a peninsula – attach to mocha property on Lombard
- Make motorists turn right onto Lombard rather than veer off – redesign island/peninsula
- New signage indicating location/route to bridge and downtown St. Johns.
- Create a 4-way stop or signal to slow down traffic entering the town center at Richmond/Ivanhoe, Charleston/Lombard.
- Charleston/Lombard is an extremely dangerous intersection to try and cross Lombard. Any solution must alter the angle of approach for cars moving west on Lombard.
- Improve visibility.

Comments

- Hard to turn.
- Not pedestrian friendly.
- Island is usually pleasing.
- Least safe intersection - almost impossible.
- Disagreement over the need for easy auto access on Lombard.
- Curve invites speeding.
- Not visually pleasing - need to make it more attractive a place.
- There's no formal travel route so people walk through ivy and leave garbage.
- Traffic is too fast around Ivy Island and the curve of Lombard prior to Charleston; traffic from the east is diverted from downtown at this point.
- Difficult to cross Ivy Island – it's a refuge from traffic but hard to get across.
- Ivy is ugly.
- Ivanhoe/Richmond is a blind, unsafe corner.
- Traffic on Lombard "deadly" for pedestrians (blind curve for vehicles with school zone)
- Free right turns on Ivanhoe are a problem – changes may cause problems further up.
- Lombard is used as a cut through to Rivergate (2) – island design facilitates cut through.

- I like the gateway, though the signage is a bit dated!
- Ivy Island improvements are a low priority.

Additional Comments

- Nobody will or should be expected to, invest in Lombard west until the issue of public drinking is addressed.
- No one has discussed more bike routes to and within the peninsula. Young professionals have told me that this would attract them to St. Johns.
- Baxter Auto should become a mixed-use development – 3 stories max. It should be brought up to the street.
- The style of the health center is good.
- Alleys should be enhanced for pedestrian connections.
- West Arterial! Build the proposed by-pass over the cut.
- The Sharon Nasset idea about reducing traffic makes sense.

Walk #4: Cathedral Park/Riverfront

1. Community members have expressed a desire for changes to underutilized industrial/employment land near the river. What uses and development do you envision in this area, both short- and long-term?

Residential Ideas/Comments

- Multi-family housing would work well.
- Senior housing should go here.
- Residential uses would make sense because of proximity to the river – pretty setting that should become prime real estate.
- There should be disincentives for industrial uses because this is prime residential land and residential uses would decrease truck traffic compared to industrial.
- Redevelop for housing and mixed use but provide a public greenspace along river – at least 200 feet from waterline, at Lampros and other sites.

Mixed-Use Ideas/Comments

- Mixed-use development would be appropriate.
- Some like the industrial nature of the area and would like to see some parts of it retain while allowing new, higher density residential development (RH okay).
- Develop mixed use with light manufacturing, artist loft space, small amounts of retail, and work/live space below residential.
- Housing/PCC/park-open space = good uses.
- I would like to see small shops, coffee shop, restaurants, housing.
- I prefer residential and office/commercial, but not dominated by retail locations.
- The uses I envision for the area are primarily moderate and high density residential with neighborhood commercial uses such as a market, restaurants, park/river related small businesses (such as boat/bike rentals/sales) and small mixed-use (live/work) developments. I do not recommend any large commercial destination development such as amusement park, retail center or office complex because of transportation issues. High density residential within walking distance of Downtown St. Johns, Cathedral Park, and hopefully a natural area park at Willamette Cove and an active use park at the McCormick and Baxter site with ball fields for organized sports seems a perfect match.

Industrial/Employment Ideas/Comments

- There's a problem with sewage disposal so residential isn't possible - industrial uses make sense here.
- Some industrial uses should be maintained, particularly if they provide jobs.
- Attract campus/headquarters for a company like Columbia – to create jobs.
- Industrial uses should have to go through design review.
- Need to attract employment, but jobs don't have to be from industrial uses – offices or company headquarters would be preferable.
- Heavy industrial doesn't make sense - the infrastructure that would be needed to allow for thriving industry wouldn't be worth putting in.
- PCC should have a campus here.
- A custom boat factory would be a good use.
- The new Moonstruck Chocolate Factory (Crawford/Baltimore) is a great use and provides employment.
- Metal working district around Lampros area.
- Industrial zoning really impacts public use of the river. Existing industrial uses are not river dependent.
- The industrial uses near water lab and along river SE of lab are marginal.
- Bring in more jobs, more jobs.

Other Ideas/Comments

- There should be more trees, and fewer fences or more decorative fences.
- There should be a greenway all along the river, but other uses could locate farther back.
- Businesses have left behind vacant, unsightly buildings near the riverfront.
- Lampros breaks up the greenspace. It has too much underused/unused property.
- Set the existing fence back to allow continuation of the greenway trail. Storage area should be surrounding by landscaping buffer. This area could support restaurant with view of river!
- Riverfront uses should be open space/recreational.
- View from railroad tracks is stunning.
- Tracks are used only for freight.
- Don't want to lose tracks. Could provide trail connections to other pedestrian paths – Smith and Bybee Lakes?
- Could the tracks be used for light rail? If not, what about a trolley, similar to the one in Lake Oswego?
- Difficult to get to the river from neighborhoods.
- Provide historic continuity by allowing some industry.
- Put in a green bar along river... trolley to connect, bike path along terminal at the Port Authority into? Marina area could be like downtown floating Newport.
- Ideas - island with a moat, accessible by boat, and bridges; businesses in the middle, a park, and a place for summer and winter festivals.

MarCom Site Comments

- Proposed mixed-use multi-family housing development would be a good idea.
- There is great enthusiasm for redevelopment.
- This property is locked in between Port property and boat ramp.
- The owner is willing to sell; a working boat yard is not compatible with major redevelopment.
- Port has authority to condemn property for car terminal expansion and thus prevent redevelopment.
- Marina, hundreds of residential units, live-work; workshops – proposal makes sense.
- Redevelopment here; relocation of boat ramp; and changes or elimination of Lampros site would create a walkable greenway all the way to Willamette cove.
- There is lots of interest and ideas for reuse/redevelopment of 15 acre site - could include housing, some commercial, marina.
- Too much commercial here may affect viability of downtown St Johns commercial district – need to balance.
- This could be a site for major employer/reuse – Adobe software in Seattle Fremont District example.
- Need to address traffic impacts of redevelopment.
- This property is a perfect end to the park, with restrooms, a day use marina, small business, and housing.
- This property, on the Northwest side of Cathedral Park, is ideally situated for a high density residential (condominium) development with park/river related commercial uses on the ground level and a marina on the river, which would fit into the general vision. Such a development would provide an effective buffer between Cathedral Park and the Port of Portland industrial land adjacent to the Mar Com Property.
- A high density residential/commercial/marina mixed-use development could prove to be a catalyst for the whole area to develop.
- The target market for high density residential housing for this property in the Cathedral Park area would be young professionals that commute downtown across the St. Johns Bridge, and active empty nesters that have the discretionary income to spend and time to enjoy what Cathedral Park and the St. Johns town center have to offer.

2. This area, within walking distance of shops, service and transit in downtown St. Johns, is currently planned for multi-family residential use (apartments, condos, rowhouses, etc.) How can new residential or mixed-use development best be integrated into the area?

Ideas

- Put higher density near river, taper back up the hill towards rowhouse type density.
- RH zoning would be too intense for the neighborhood; the nature of the neighborhood is still single-family homes.
- Change zoning to less intense zoning. Place intense development along Baltimore commercial areas.
- Look at pockets for zoning - find strategic sites and opportunities in the plan area.
- This type of multifamily use should be extended all the way down to the river, maybe at higher densities – Good design – reminds me of the Bay Area. (Burlington/Willamette)
- Mixed-use development probably wouldn't make sense in the Burlington/Willamette vicinity and down towards the river.
- Make sure apartment buildings don't block views.
- Rowhouses are appropriate because they blend with the neighborhood. (6)
- Most prefer R1 type development, either townhouses or 2 to 3 story apartment/condominium buildings.
- Some think the area planned for RH is okay; many disagree. Most feel 75 feet is too tall for the neighborhood.
- Depending on the location, some of the unimproved rights-of-way do not need to be improved to city standards. Some (perpendicular to the river) could be improved with just pedestrian/bicycle access (north/south). Or construct stairs, similar to the west hills.
- Rowhouses are a good scale; some apartments work well too when scale is considered (Crawford/Baltimore).
- Don't block views – be sensitive to design.
- Make sure that residential buildings (multifamily) have adequate parking – on street parking is limited.
- More owner occupancy needed.
- No high rises (5 or more stories).
- Limit height.
- Good architecture/design is needed.
- Mixed rate housing would be appropriate.
- Be selective with zoning.
- Development should be low impact (low height, built-in parking).
- Use common sense about density and parking, for safety of the elderly and children.
- Change the zoning of the existing industrial properties to promote redevelopment into moderate and high density residential - over time this will reduce and eliminate conflicting uses.
- View corridors featuring the St. Johns Bridge should be optimized and building heights within the view corridor should take into consideration the slope of the hillside.

Comments

- In the last 20 years of zoning for development, only two buildings have been built.
- Good examples of multi-family housing: 8314 Edison, Princeton/Leavitt, Burlington/Willamette, 8649 Willamette.
- Bad example of multi-family housing – 8320 Edison.
- This design is blah - Willamette/Charleston, to the west.
- The staggered style is attractive, but overall the design could be improved - 8610 Willamette.
- Good example of townhouse design – nice alley access and porches - 8640 Willamette.
- The Schrunk Tower is ugly and too tall – looks out of place. It would be better over on Lombard.
- Traffic is an issue – 3 car families moving in to 2-bedroom apartments.
- High-rise housing is a negative when it blocks sun, blocks views of river, causes additional parking congestion and gated communities.
- There are poor sidewalk conditions, especially around industrial areas.
- A lot of street rights-of-way are unimproved or not improved to city standards with curb and sidewalks.
- The most important vehicular routes are the east-west streets.
- The rowhouses at Willamette and Philadelphia are preferable to the rowhouses at Burlington. Garage location, materials, and design of street facing façade play important role.

- Parking on street is problem with narrow streets.
- This part of Cathedral Park is not part of town center (doesn't seem connected or as close to St. Johns as it is).
- The fact that it is in walking distance does not necessarily make it accessible.

Baltimore/Edison Comments

- Okay to have multi-family here, but not at 75 feet.
- Rowhouses are a much better fit than high rises (5 stories plus).
- Existing streets are too narrow for fire trucks.
- Proposed high rises are too monolithic.
- Avoid gated communities.
- This looks like an ugly motel, but the density is okay.
- Consider solar exposure.
- Consider preventing monolithic building forms.
- 3 to 4 stories is okay but 7 is too tall.
- On Baltimore, just west of Edison, are three craftsman houses (1900s) that have historic relevance. They were cottages for workers/foreman for either factory or mill; evidence of St. Johns blue collar history.

3. In some locations, commercial uses along Ivanhoe are adjacent to residential areas. Are there smooth/workable transitions between businesses and homes? How could transitions be improved?

- Multi-family, with some mixed use along west edge, would improve transition. Can be tall.
- Rowhouses provide a good transition.
- Build places with studios and shops.
- Town houses might be okay along Princeton, W of Charleston – just not too tall.
- Height is a big issue – need to avoid tall blank walls.
- Don't remove buffer between commercial and residential zones.
- Commercial/residential transition not a big problem, but commercial uses need to maintain sites and buildings (litter, landscape, repairs, etc.)
- No, there are not smooth/workable transitions.
- Use low height rowhouses for transition.
- Maintenance must be good to blend.
- Schrunk Tower is an eyesore, but otherwise not a nuisance - appropriate as transition.
- Such transitions are always difficult for adjacent residential properties. Design requirements should lessen impact of large blank walls. Where feasible, introduction of small service and office spaces or live/work mixed-use developments along the back of large commercial buildings could provide a buffer.
- Retail is impractical along west edge of Ivanhoe - too many truck traffic conflicts.
- Rarely will people park on Princeton – there's no need. Traffic speeding is an issue.
- Truck traffic makes Ivanhoe difficult to cross as a pedestrian.
- Add signaling, tunnel, or bridge.
- Get rid of Highway 30 overpass. Get a new bridge down by Sauvie Island, to Rivergate district. Need infrastructure.

Charleston/Princeton (Rite Aid Site) Comments

- A development proposal has been reviewed for this site – land use review has been approved that will allow for a blank wall here – not good.
- Most don't like the solid wall that fronts on Princeton. But it's good that the wall is set back and there is a mature landscape buffer between the street and the wall. It helps reduce noise levels.
- Landscaping requirement needed.
- This commercial area is completely disengaged from the pedestrian.

- Landscaping is pleasant but redevelopment could bring loading docks directly across street from houses.
- Could traffic calming measures be employed on Princeton? Addition of small stores could slow traffic down – people would use on-street parking.
- Some would like to see the commercial site of Rite Aid with better grocery store – such as Trader Joe's. The east part of the property could be used for small-scale mixed use – coffee shop on ground floor with 2 to 3 stories of residential above. This development could be oriented to Princeton.

4. Community members have expressed a desire for better access to the Willamette River. What are your suggestions for enhancing vehicle, pedestrian, and bicycle connections?

Ideas

- Clear the blackberries on John Street to create a path – there would be lots of pedestrian ways to the river if you cleared them out.
- John Street has an unimproved section that would be a good route for pedestrians.
- Leavitt is a good auto route to the river. This street should be paved.
- Everyone likes the old white oak tree on Leavitt between Princeton and Willamette. Is it in the right-of-way? Could design of paved street celebrate it in some way (curve street around tree, employ different paving materials, patterns, put in a bench, plaque)?
- Establish a turnaround at Willamette, to avoid cut through traffic.
- Connect Cathedral Park to Eastbank Esplanade.
- Create a bike path along the river from St. Johns to downtown Portland. (3)
- Remove trucks from Baltimore and Burlington, etc. Bring trucks via Terminal 4.
- Blend downtown to Cathedral Park with the area under the bridge. Need better control of bridge. Maybe commercial blends better.
- Create a straight shot from the new town center plaza, by the police station, lights in the intersection, make straight shot to the park and river.
- Vehicle connections are admittedly a problem for the Cathedral Park area. N. Richmond Ave., N. Burlington Ave. and N. Baltimore Ave. should be improved and St. Louis St. be extended to N. Bradford St. (currently dead ends between N. Edison and N. Decatur St.) to adequately handle forecasted traffic volumes. Together, these would provide good access into the Cathedral Park area. Cross circulation is hampered by Cathedral Park itself. I propose that N. Bradford St. be improved between N. St. Louis Ave. and N. Burlington Ave. and N. Crawford St. be improved between N. Burlington Ave. and N. Richmond Ave. Improving the road infrastructure is critical to attracting the high density residential development envisioned above. I don't know what the best way to finance these road improvements should be, City funded, local improvement district, late comer fee or ??.
- However, these road improvements need to be made first and not as disconnected half street improvements as new developments occur.

Comments

- Once past Willamette, you are home free.
- This would be great access.
- Currently there is a guard rail installed at the end of paving on John Street.
- Unsure whether Leavitt should go through to river.
- Burlington/Willamette is a very bad intersection - too wide, too much paving.
- Best connections to the river are on Baltimore and Burlington.
- This is an example of an issue that this process elevates to higher prominence than it deserves, since the real problems that need to be solved are elsewhere.
- The City of Portland has an ambitious plan of bike paths and trails that feature the 40 mile loop trail and the Willamette Greenway Trail. These two major pedestrian/bike paths are to become linked together via the Peninsula Crossing Trail that also runs near the Bybee/Smith Lake Wildlife Area (a protected natural area which at 2,000 acres is the largest protected wetland within an American City). Portland's Willamette River Atlas shows Cathedral Park area as the north start/end point for the

conceptual N. Portland Trail, which extends along the Willamette River through Willamette Cove, by the University of Portland, around the Swan Island Lagoon and connecting with McCarthy Park and other planned bike path extensions. The Cathedral Park area could become a destination/start area for bicycling and hiking along the Willamette River, the Columbia River and around the Bybee/Smith Lake protected nature area.

5. The St. Johns Bridge is a defining landmark of the Peninsula. What are your ideas for improvements to better integrate it and connect it with the surrounding areas?

- Improve the amphitheater - maybe cover it without blocking views. Add terrace seating (like Pioneer Square).
- Create a pedestrian ramp from the bridge to near Edison.
- Instead of trying to improve pedestrian facilities on the St. Johns Bridge, try to build a bike/pedestrian connection over the railroad bridge.
- There should be protected views from St. Johns.
- Improve access to Forest Park – it currently does not attract many people to it.
- Encourage banners, flower baskets along the route from downtown along Philadelphia to Cathedral Park.
- Possibly phase out housing adjacent to bridge – open up the space.
- Improve the pedestrian connections off the bridge – make sure there are sidewalks.
- The access to the bridge and Cathedral Park is not well marked – add good, clear connections.
- How about a tram across the river?
- Maybe commercial blends better.
- Create a straight shot from the downtown. Make the existing plaza 15-20 feet to the left so we can have a two-way street by the bank and Dads.
- Truck traffic on the Bridge should be limited to local traffic only and not a through way for I-5 traffic to Highway 30. Truck traffic on the Bridge should be limited to the extent possible to the weight limits the bridge was designed to carry. N. Lombard St. should not be a Highway 30 alternate route for trucks except during an emergency (traffic stoppage on main routes). Truck traffic should be routed around the St. Johns Towncenter/N. Lombard St. mainstreet and not through it..
- The St. Johns Bridge should have a safe bike/hike path. I would like the bridge to be attractively lighted at night. This would serve to visually connect the St. Johns area with the Northwest Portland Area and Downtown Portland at night. A lighted bridge would also provide a visual focal point for the St. Johns/Cathedral Park area at night.
- St. Johns is not appealing to walk or bike – would be unpleasant even with added bike lanes, due to trucks, mainly.
- The view corridor is from the bridge looking out.
- Maintenance may be a more pressing issue for the bridge.
- North side of Philadelphia, adjacent to the bridge, is widely used by Cathedral Park residents.
- This is an issue that is elevated to higher prominence than it deserves.

Under the Bridge Ideas/Comments

- Emphasize the cathedral view under bridge that gives the park its name.
- Create a pedestrian way with seats near pillars – landscaped promenade.
- Keep some parking here because it's needed for Cathedral Park visitors.
- Maybe a pedestrian-friendly use wouldn't make sense here because there's too much noise from the bridge to make for a nice place to sit and relax – why would you stay here when you can just take a few more steps and you're in the park?
- A little museum about the bridge and St. Johns history would fit well here.
- This would be a great route to the park and the river.
- Reconfigure the parking and sidewalks (see drawing by Brian).
- It's a great space to see the arches, but noisy and dirty.
- Consider establishing a plaza and farmers market.
- Traffic noise on bridge might make some uses under the bridge impractical.

- Make a well-marked and attractive pedestrian/bicycle route to the river.
- Area under bridge is not a problem.
- Okay to use this area for parking.
- Hold a Saturday Market here.
- Maybe extend the parkway under the bridge to connect bridge head and Cathedral Park.

6. Community members have requested better pedestrian and bicycle connections in the area. What improvements are needed/desired?

- Connect Pittsburg to Burlington (pedestrian connection).
- Create a commuter train link to downtown using existing tracks, with a station at the park. Have Tri-Met work with industrial employers (Rivergate, Swan Island).
- Put in a little landscaped island and maybe a “Welcome to Cathedral Park” sign at Burlington/Willamette – need better directions to the park and river.
- Need to extend the sidewalk along Baltimore to encourage pedestrian activity between the park and downtown St. Johns.
- Make better connections between the plaza and the park – should be easily walkable.
- Allow pedestrian access by the police precinct (Philadelphia/Syracuse) – it’s very hard to cross the street here – basically impossible.
- A bike route along RR track (Bradford) would be nice, but need to keep the rail functional too.
- There should be a bike/pedestrian connection along the river all the way to the Steel Bridge and downtown.
- Most strongly support the idea of a bike route within the Bradford right-of-way.
- Create bicycle and pedestrian paths along river, connections to existing trails up and down river.
- Tracks could be used for trolley between St. Johns and University Park.
- Add bike and pedestrian amenities/facilities to make it a useful trail.
- Better crossings are needed on St. Louis, Ivanhoe
- Traffic calming is needed on St. Louis, Ivanhoe
- Create a bike path to Steel bridge.
- Complete greenbelt along the Willamette.
- A well-lighted dedicated bike/hike path from Cathedral Park to the St. Johns town center should be constructed. Because of the rather steep slope a method of assisting bikers/hikers to the top of the hill, especially during peak usage times in the summer would increase biker/hiker interaction between Cathedral Park and the town center. One option is for electric powered tour cars for passengers pulling a special trailer for their bikes.
- Tour cars could run along the greenway between Cathedral Park/Willamette Cove/McCormick & Baxter (Park) increasing usage among families with young children, elderly and disabled. The concept could be expanded to connect with the Peninsula Crossing Trail to increase public enjoyment of Smith and Bybee Lakes Wildlife Area.
- Bicycle and pedestrian connections generally are good.
- Maintenance is the main issue, not design.
- Railroad tracks see little use.
- There’s too much asphalt at Burlington/Willamette.
- Coming up Baltimore, there’s no visibility on Edison.
- Trains still run along the tracks in Bradford - primarily cars from the Port’s car import facility, sometimes metal scrap. (Bradford Street in the vicinity and north of Cathedral Park.)
- Who currently uses the tracks? Still a viable industrial spur.

7. Cathedral Park has become a year-round destination, attracting residents from all over Portland. What changes do you envision here in the future?

Park/Waterfront Ideas and Comments

- The park is a great place, I love the new marsh area.

St. Johns/Lombard Plan Neighborhood Walk #4: Cathedral Park/Riverfront - 05/22/02
Responses from Staff Notes and Citizen Comment Forms

- More summer events are needed - both regional as well as local.
- Park is isolated at night - not safe. Safety also an issue in the morning.
- Maybe add public phones.
- The park gets muddy in the winter.
- The cathedral view that gives the park its name should be highlighted somehow.
- There should be a St. Johns logo or some kind of decoration in the park under the bridge along the RR tracks— paint, etc. – maybe a heron motif - on the shield symbol in the park that's carved on the bridge pillars.
- The park is fine as is – it shouldn't be changed.
- A covered amphitheater would be good here – make St. Johns a theatrical hub – Shakespeare in the park, etc. There could be historic plays about the bridge and area.
- Canoe rentals and bike rentals would be good.
- Safety isn't a big concern here. (3)
- Make a boardwalk like at Riverplace, with benches and lighting.
- Build a gazebo.
- The fishing pier could be expanded into an esplanade with lighting and benches.
- People swim and fish here – water should be cleaned up.
- The park is dark at night and there's little activity – safety concern. (3)
- Most enjoy the park the way it is.
- Need to improve the Lewis and Clark memorial. The landscaping is too tall and shields activities – it's been subject to vandalism. Limb up trees, take out the landscape berm.
- The park is not widely used beyond local population - fairly quiet and peaceful.
- Establish educational signs around the park – focus on wildlife.
- Build new pier extending out over the river.
- Park area is quiet, especially after dark – there is currently no reason to go there (no housing, commercial, etc).
- Move Cathedral Park boat ramps to the cove.
- Put boat ramp by McCormack/Baxter - remove from Cathedral Park.
- Add play equipment and other park amenities at Metro-owned sites.
- Having a regional draw is good – should be encouraged.
- There used to be a Chinook Indian village down by the river – this theme could be featured in the park.

Nearby Use Ideas and Comments

- Add housing near the park – on former industrial sites – puts more eyes on the park and could increase positive activity.
- Add shops/commercial in strategic locations near Cathedral Park.
- Don't make this another Johns Landing – keep public greenspace and access to river. The existing openness is desirable - avoid narrow constricted space. (3)
- Keep the park open and encourage shops to locate nearby.
- Nearby industrial/employment uses should be phased out.
- Nearby warehouses should change use – possible housing or mixed use.
- Locating retail near river may be inappropriate because of conflicts with St. Johns revitalization efforts. Commercial activity near the park may compete with businesses in the town center. (3)
- Attracting more people to Cathedral Park is not a goal. It might be a by-product of this process, but it is not a goal.
- Mixed-use developments/residential developments adjacent to park would be appropriate as long as park land not incorporated into projects.
- There are probably at least 100 acres in the park, of which 50 acres could be developed at moderate (20 units per acre) to high density (40 units per acre) residential housing. Assuming an average of 30 units per acre, there could be 1500+ new units in the Cathedral Park area. With an average household size of 2 people, 3000 new residents could move into the area. Every \$1,000 in discretionary income per new resident that is spent in the St. Johns town center would equate to \$3,000,000 in economic stimulus to the area. This is the kind of stimulus that could attract new businesses to locate in the St. Johns town center.

- Address parking - there is limited parking for boaters and this is a growing user group.

Access/Connection Ideas and Comments

- Pedestrian access is generally not an issue, except coming directly from the town center (crossing Ivanhoe).
- Make Baltimore the main pedestrian route.
- Need to be able to easily go up to the town center from the park.
- When people come here for festivals, they just go straight to the park and then leave – they need a reason to go up to St. Johns.
- Need better pedestrian /bike access – not just car.
- Maybe parking should only be located in the town center, so that people would have to park there and would see the shops before coming down in to the park.
- There is a pretty beach in front of the Water Lab, by the fishing pier, but you can't get to it – need to create access.
- Should put in an asphalt path.
- Need a state-funded greenway along river.
- The current walkway by the Water Lab is used a lot – people would really benefit from having it extended.
- There should be a bike path/walkway all along the river – it should go all the way into downtown.
- Important to provide for ped, bike and auto access modes.
- Need better more direct access – hard to find park and get here.
- Extend the Park/greenspace to downtown St Johns as a visual/physical connection to river.
- Keep public access to the river.
- Better signage is needed to tell people how to get to park.
- Need better beach access south of fishing dock.
- Create a bike path to Steel bridge and trolley to MAX line.
- Ensure good access to the park. Consider the island concept like they have in San Antonio, TX - island water and bridge area.
- Connect riverfront greenspace all the way to Willamette cove, even if it restricts/eliminates Lamphros Steel. (4)
- Need to improve streets other than Burlington to connect Cathedral Park to the St. Johns town center – maybe Baltimore?
- A Street Car line utilizing the existing railroad tracks could run from St. Johns (Pier Park or short extension up St. Louis right-of-way to the town center) along the river through Willamette Cove, McCormick & Baxter (future park ?), University of Portland, Swan Island, Albina Yard and connect with the Interstate Light Rail line.

Additional Comments

- The Johns Community Gardens is a great use here on Edison.
- When you think of St. Johns, you don't think of the waterfront.
- Unimproved roads (John, Leavitt) could become nice little pockets of nature. Put in landscaping to encourage bird habitat, etc. These shouldn't be paved or made into through-streets.
- Don't forget to put trolley, and no tracks on bridge on your yellow sheet.
- Most of St. Johns residents have a fairly short list of desired neighborhood enhancements, I assert. An enhanced greenbelt, better control of density, and better grocery stores downtown retail are among these. I am concerned that this process might be used to distract the discussion from these issues. Other priorities include truck traffic and other road design issues.
- For the St. Johns town center to thrive an influx of new residents within close proximity (preferably within walking distance) is needed. This will attract new businesses to the town center. Together, a relatively few new residents/businesses can provide a catalyst to revitalize the whole area. Convenience is the key. If people have to get into a car and travel more than a couple minutes then convenience is no longer key and price/selection become paramount. People are then willing to travel out of the area for shopping and services.

St. Johns/Lombard Plan Neighborhood Walk #4: Cathedral Park/Riverfront - 05/22/02
Responses from Staff Notes and Citizen Comment Forms

- The Cathedral Park area has the potential with its splendid views of the St. Johns Bridge, Willamette River and Forest Park to attract an affluent core that can support nice restaurants, specialty shops and personal services. Once an affluent residential core/new business trend becomes established there can be a surge of additional new residents and more new businesses. I foresee St. Johns as one of the most dynamic and vibrant areas in the City of Portland.