



St. Johns/Lombard Plan

a cooperative planning effort for the peninsula



Ordinance No. 178452
Resolution No. 36219

June 2004



CITY OF PORTLAND, OREGON
BUREAU OF
Planning

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St. Johns/Lombard Plan

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Plan Summary

The *St. Johns/Lombard Plan* is designed to set the framework for creating a more complete and vibrant St. Johns town center and North Lombard main street area over the next 20 years. The plan focuses on land use and transportation issues, and was initiated in the fall of 2001 as a cooperative effort supported by the community and the City of Portland.

The plan responds to community aspirations, as well as public policy directives. The community desires a more livable and economically viable town center and main street, with a broader spectrum of neighborhood serving uses. City and regional goals call for creating a sustainable and complete community where change, growth, and development are expected to occur, while maintaining livability.

The *St. Johns/Lombard Plan* addresses these broad objectives by recommending:

1. **Amendments to the *Comprehensive Plan* and zoning maps, and *Zoning Code* regulations.** These amendments will result in changes to the area's development pattern over time, and are designed to:
 - Create distinctive, identifiable places for pedestrian-oriented retailing, neighborhood-scaled retail and mixed use, and areas that accommodate automobiles.
 - Provide places for additional housing and mixed-use development in downtown St. Johns, near the river, and along the main street to help support community-serving businesses and further the plan's housing goals.
 - Improve the design quality of new development around the St. Johns town center to build upon the existing small town character of the community, and strengthen its relationship with the Willamette River.
 - Retain places for employment and industrial land uses that contribute to the regional economy and provide jobs.
2. **Balanced transportation improvements** designed to improve circulation and safety of pedestrians, bicyclists, vehicles, and transit users. The improvements emphasize a better pedestrian environment, while facilitating traffic flow and freight movement in a way that furthers the area's livability.
3. **A series of ongoing and future actions** to strengthen economic development, environmental quality, community amenities, and the sense of history, community, and identity already evident in the area.
4. **Recommendations for subsequent planning efforts** to evaluate environmental resources and development patterns and potential near the Willamette River, an asset to both the peninsula community and the city.



Plan Adoption Process

Portland Planning Commission

The Portland Planning Commission held a public hearing and four work sessions on the plan between September 2003 and January 2004, and made the following recommendations to City Council:

1. *Adopt an ordinance that:*
 - a. *Approves the Recommended St. Johns/Lombard Plan ("the report") and its appendices;*
 - b. *Amends the Comprehensive Plan to include the vision statement and the planning goals and policies contained in the report;*
 - c. *Amends the Comprehensive Plan Map as shown in the report;*
 - d. *Amends the Master Street Plan Map as shown in the report; and*
 - e. *Amends the Portland Zoning Code and Zoning Map as shown in the report.*
2. *Adopt a resolution that approves the urban development concept and action charts contained in the report.*
3. *Direct the Bureau of Planning staff to work with implementing agencies to identify funding sources and develop strategies that implement the projects, programs, and activities identified in the action charts contained in the report.*

Portland Design Commission

The Portland Design Commission held a public hearing and two work sessions on the plan between September 2003 and January 2004, and made the following recommendations to City Council:

The City of Portland Design Commission recommends that City Council adopt an ordinance that amends the Community Design Guidelines to include the "Desired Characteristics and Traditions Statements" and other supporting statements contained in the report.

Portland City Council

The Portland City Council held a public hearing on the *Recommended St. Johns/Lombard Plan* and listened to public testimony on March 17, 2004. The City Council considered amendments to the *Recommended St. Johns/Lombard Plan* and took additional public testimony on April 8, 2004, and April 29, 2004. The Portland City Council voted 4-0 to adopt the *St. Johns/Lombard Plan* by Ordinance 178452 and Resolution 36219 on May 26, 2004.



1. Introduction

What is the St. Johns/Lombard Plan?

The *St. Johns/Lombard Plan* is designed to articulate the community's vision for the area over the next 20 years. It focuses on two Metro Region 2040 mixed-use areas: the St. Johns town center and the North Lombard main street. The Bureau of Planning conducted this planning effort in collaboration with the Portland Office of Transportation and the North Portland community. The effort, which began in the fall of 2001, focuses on issues such as land use, transportation, housing, and commercial and economic vitality.

A key element of the St. Johns/Lombard planning process was identification of local community desires and needs, to be balanced with adopted city and regional plans and policies. The planning process included a review of existing conditions to identify issues that can affect realization of the vision for the plan area. Adopted by City Council, the plan provides a shared vision for the future of the plan area and a framework for development.

Plan Area

The St. Johns/Lombard plan area includes the St. Johns town center (downtown St. Johns, the hillside of Cathedral Park, and the Willamette riverfront), and North Lombard Street from Columbia Park to downtown St. Johns.

The plan area encompasses parts of four neighborhood associations : the Friends of Cathedral Park, The Community Association of Portsmouth, St. Johns, and University Park. Together, these neighborhoods make up the area often called "the peninsula." In addition, the plan covers areas claimed by two business groups: the St. Johns Boosters and the North Portland Business Association.



St. Johns/Lombard
Plan Area



Organization of this Document

The *St. Johns Lombard Plan* contains several components.

Chapter 1, Introduction, briefly describes the intent of the plan, the plan area, and organization of the plan document.

Chapter 2, Background, details the public process for developing the plan, provides information gathered from the public, gives an overview of public policies guiding plan development, and contains an overview of existing conditions considered in plan development.

Chapter 3, Plan Elements, contains the community's vision for the plan area, and planning goals that were developed with the community. This section also contains a description of the urban development concept for the area. The urban development concept describes a desired future development pattern and sets the framework for land use, transportation and design implementation tools.

Chapter 4, Policies and Implementation Actions, lists the policies guiding topical areas, and provides an overview of actions to implement the plan. Policies are adopted by ordinance, while the actions are adopted by resolution.

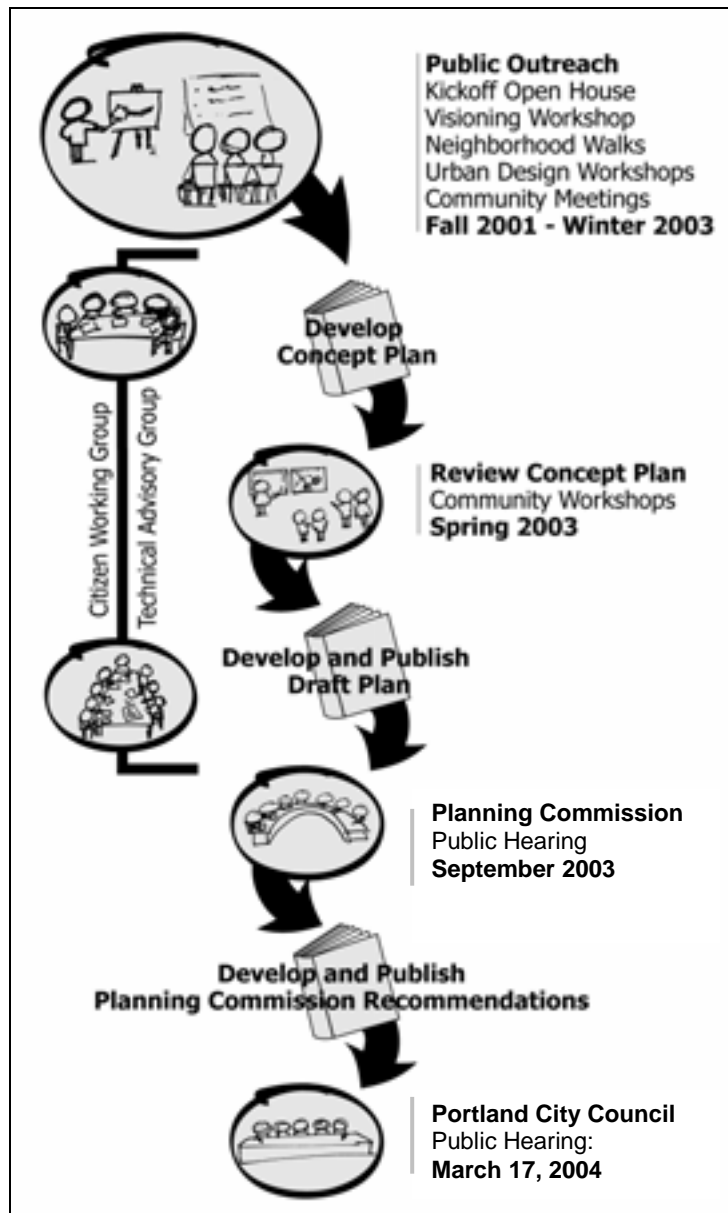
Chapter 5, Implementation Tools and Guidance, is a further extension of implementation actions. This section includes the adopted *Comprehensive Plan* map, design guidelines that affect development, transportation maps and details that will be considered as projects move toward implementation, and adopted amendments to the Portland zoning map and *Portland Zoning Code* for the plan area.



2. Background

Planning Process

The *St. Johns/Lombard Plan* was developed over a two-year period, beginning in Autumn 2001. A graphic depicting the overall planning process is shown below.



**St. Johns/Lombard Plan
Adopted May 26, 2004**



Community Involvement

The planning process included extensive input from the community. This section documents the major public input opportunities that occurred during the planning process. A complete list of public involvement activities is included in the appendix.

Kickoff Workshop

Over 100 community members attended a kickoff open house for the *St. Johns/Lombard Plan*, held October 18, 2001. Community members provided feedback to questions about transportation, the built environment (buildings, plazas, etc.), and natural and recreational areas. Common community priorities included a desire to support and enhance local business activity and to address vehicle and pedestrian transportation concerns in the area.

Community Vision Workshop

A community vision workshop, attended by over 75 people, was held April 3, 2002. Facilitated by City staff and LCA Town Planning and Architecture (LCA), participants were asked to respond to a series of preliminary vision ideas that were, in part, developed from citizen input at the open house. These ideas addressed community identity and livability, transportation, commercial areas, housing, riverfront and river view areas, industrial uses, natural and recreational areas, and social and community services. Responses from these workshops were integrated into the vision statement for the *St. Johns/Lombard Plan* by staff, consultants, and the plan's citizen working group. The vision statement has also helped shape the foundation for the plan's goals, which can be found in Chapter 3.

Neighborhood Walks

The vision workshop was followed by a series of four neighborhood walks in the spring of 2002, each held in a different segment of the plan area: Lombard Street East; Lombard Street Central; Downtown St. Johns; and Cathedral Park/Riverfront. Nearly 100 people participated in these walks facilitated by City staff and Zimmer, Gunsul, Frasca Partnership (ZGF). Participants identified issues and concerns, and shared observations and ideas about the area. Their ideas and observations were recorded by plan staff and sketched by designers from ZGF and LCA. From the recordings and sketches, the following five themes emerged:

- Foster compatible development
- Improve the public realm
- Improve the transportation system
- Encourage housing and mixed-use development
- Improve existing development

In addition, themes unique to each individual area emerged; these played a significant role in the development of the vision statement for the *St. Johns/Lombard Plan*, as well as the conceptual urban development scenarios prepared for the first and second urban design workshops (below). A wrap-up meeting, designed to share the vision statement and findings from the neighborhood walks, was held in June 2002, and was attended by about 50 people.



Urban Design Workshops

Over 100 people attended two urban design workshops in the fall of 2002 to share ideas about future development scenarios for Lombard Street, downtown St. Johns, the Cathedral Park hillside, and the Willamette riverfront. In the two workshops participants expressed preferences for land uses, intensity of development, and key transportation needs in the plan area. The results of these workshops led to the creation of the *St. Johns/Lombard Plan* urban development concept. A detailed description of the process and outcomes of the workshops is included in the *St. Johns/Lombard Plan Urban Development Concept Report*, May 2002.

Discussion Draft Open House

Over 100 people attended the discussion draft open house in May 2003. Participants reviewed and commented on the plan's urban development concept, as well as implementation strategies for land use and transportation. Strategies offered for comment included changes to the *Comprehensive Plan* map and zoning map, changes to the zoning code (plan district and overlay concepts), and a range of transportation improvements.

Additional Public Involvement Activities

In addition to the major public involvement milestones noted above, additional specialized outreach activities were also held.

Business Open Houses

Two half-day open houses for business people were held on February 20 and February 21, 2003, to provide information and an update on the planning process. Although lightly attended, the open houses provided an opportunity for one-on-one conversations between business people and planners about the plan area, ideas developed in previous workshops, and business people's thoughts for the future.

Student Projects and Activities

Two presentations were conducted at James John Elementary School where children learned about the history of the area and participated in visioning exercises for how they would like their community to be in the future. They expressed their ideas in drawings as well as verbally.

Staff met with African-American students at Roosevelt High School. A written survey and impromptu conversation informed staff of their general use and impressions of the area. The students also noted what they would like to see improved in the near future.

Schrunk Tower Outreach

A forum was held with residents of the Schrunk Tower, a Housing Authority of Portland facility in St. Johns. Staff updated residents about the plan, and learned about issues affecting residents and other seniors in the area. A written survey was conducted and an active discussion took place regarding transportation issues, as well as the use of the St. Johns Plaza, the retail areas, and Cathedral Park and the riverfront.



Latino and Hmong Community Outreach

Informing and establishing relationships with a wide range of groups is a planning goal that is particularly meaningful for North Portland, the city's most racially and ethnically diverse community.

The Latino and Hmong communities represent two of the area's most populous ethnic groups. City staff from Planning, Transportation and North Portland Neighborhood Services (NPNS), worked with St. Johns in the 21st Century, Frente Comun, the Hmong-American Unity of Oregon, and the Latino Network to conduct outreach to these groups in their own language.

Several focus group forums were conducted with the Latino and Hmong communities in August and September 2002. The forums represented the first effort in the process to establish relationships with the Hmong and Latino communities, and provided an opportunity for these communities to share their aspirations and perspectives on planning issues. For most participants, this effort was an introduction to the St. Johns/Lombard planning process, as well as to city planning and civic participation in general.

The forums were partially funded by a Project Interwoven Tapestry grant. A report that details the outcomes of this effort is available under separate cover.

Informational Open Houses on the Recommended Plan

An open house was held on January 26, 2004, to update the business community on the Planning Commission's recommendation to City Council. Over 30 people attended the event.

An open house was held on February 28, 2004, to update the community on the Planning Commission's recommendation to City Council. Over 150 people attended the event.



Citizen Working Group

A citizens working group (CWG), made up of residents and business people from the plan area, served as an advisory body to consider the diverse interests of the community and represent a range of perspectives on planning issues. While not a decision-making body, the CWG provided feedback and ideas on information provided by staff, associations and other community groups. The CWG brought insight based on personal knowledge of the study area, and played a significant role in shaping the plan.

The CWG held monthly meetings beginning in March of 2002, up to the Planning Commission public hearing in September of 2003. The group continued to meet informally during the Planning Commission's work sessions from October 2003 through February 2004. The list of members is included in the acknowledgements section of this report.

Technical Advisory Group

A technical advisory group (TAG), composed of representatives from government agencies and City bureaus helped evaluate the technical feasibility of plan proposals. The TAG also kept the planning team informed of related projects and policies that affect implementation of the plan. A list of members is included in the acknowledgements section of this report.

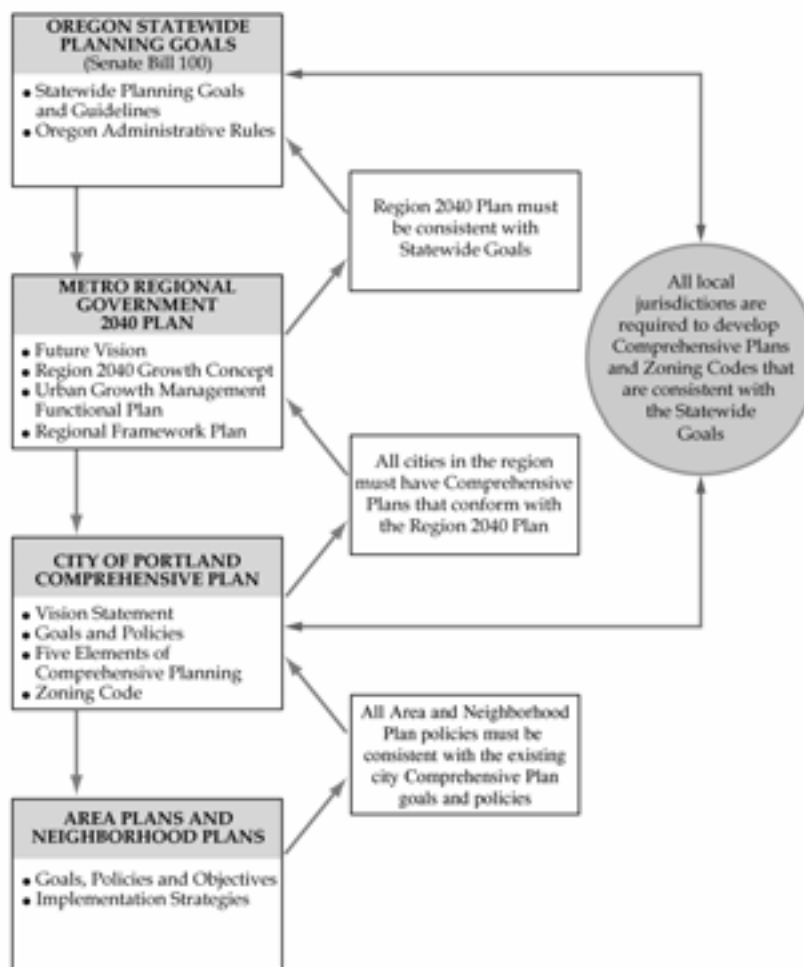


Public Policy Framework

A planning policy framework guided development of the *St. Johns/Lombard Plan*. This framework can be thought of as a hierarchy in which plans for smaller jurisdictions or geographic areas must comply with those for larger jurisdictions.

Planning for the St. Johns/Lombard area must be consistent with the City of Portland's adopted plans and policies, which must be consistent with regional plans and policies, which in turn must be consistent with state goals and related regulations. A summary of the major rules, plans and policies that guide the *St. Johns/Lombard Plan* are described in the *St. Johns/Lombard Plan Existing Conditions Report* (available under separate cover). Below is a graphic depicting the structure and hierarchy of planning.

Land Use Planning Structure





Some of the key policy framework items are:

Oregon Statewide Planning Goals and Rules

The statewide planning goals direct planning in Oregon. Among the 19 goals is Goal 1, Citizen Involvement, which calls for providing sufficient opportunities for public involvement in planning. In addition to state goals, two administrative rules are also key for plans in Portland. They are: 1) the Metropolitan Housing Rule which generally calls for ensuring a sufficient supply of buildable land for multidwelling housing, and 2) the Transportation Planning Rule, which generally calls for fostering a land use pattern that reduces reliance on automobiles for travel.

Metro Region 2040 Growth Concept.

The *Region 2040 Growth Concept* establishes a general policy direction for managing growth in the region through the year 2040. The *Growth Concept* indicates the preferred form of regional growth and development, what densities should characterize different areas, how to protect open spaces and natural resources, and how to maintain air and water quality. To accommodate future growth, the concept designates a number of mixed-use development areas or “design types.” The *St. Johns/Lombard Plan* has the following design types within its boundaries.

St. Johns is a designated “town center.” Town centers are envisioned as areas with concentrations of employment and housing that provide access to a variety of goods and services. They are walkable areas, with mixed residential and commercial land uses and frequent transit service. They are intended to provide shopping and employment opportunities within a local market area, serving several thousand people.

Lombard is a designated “main street.” Main streets are envisioned as mixed-use corridors that provide neighborhood shopping with residential and some commercial and office uses along a street or at intersections. Main streets are walkable areas with frequent transit service.

Portland Comprehensive Plan

In 1980, the Portland City Council adopted its *Comprehensive Plan* for the city, including goals, policies, objectives and a plan map, to guide the city's future development and redevelopment over a 20-year period. Since adoption, the goals, policies, and objectives of the plan have been amended in response to new circumstances, special studies, new technology, and changes in state, regional and local plans and mandates. The adopted *St. Johns/ Lombard Plan* results in updates to the *Comprehensive Plan* text and map.

Area and Neighborhood Plans

Area and neighborhood plans offer more specific guidance for specific areas within the city. When adopted, area and neighborhood plans may become a component of the Portland *Comprehensive Plan*. The *St. Johns/Lombard Plan* is an area plan. Components of the adopted *St. Johns/Lombard Plan* will become part of Portland's *Comprehensive Plan*.



Ongoing Programs and Recently Completed Plans

River Renaissance is a citywide partnership to revitalize the Willamette River in Portland. This comprehensive new approach to river health and vitality combines a shared vision and strategy to integrate the natural, recreational, urban and economic roles that make the Willamette River vital to Portland and the region. River Renaissance was created to optimize city efforts, forge public-private partnerships, leverage resources, and mobilize the community to revitalize the river.

The goals, policies, and objectives of the adopted *Portsmouth Neighborhood Plan* are in conformance with the goals, policies, and map designations of the Portland *Comprehensive Plan*. The policies of the *Portsmouth Neighborhood Plan* regarding Lombard Street were considered in developing the *St. Johns/Lombard Plan*.



Existing Conditions Overview

A detailed inventory and assessment of existing conditions in the plan area was developed and published in April 2003. These reports are available under separate cover. Some highlights from the reports are summarized below.

Public Policy Framework

- Regional planning initiatives largely direct new growth and development into existing urban areas to limit development of farm and forest resource lands. Strategies that encourage new development at opportunity sites within the study area are essential to meet this directive.
- City policies address the need to accommodate a fair share of regional population and employment growth within existing urbanized areas, while maintaining and enhancing livability. The *St. Johns/Lombard Plan* should develop tools to encourage housing and employment in the study area, while maintaining livability.
- State, regional and local policies recognize the need to provide a variety of transportation options, with a focus on reducing automobile reliance and associated congestion and air pollution. Strategies to accomplish this should be included in the St. Johns/Lombard planning effort.

Community Identity and Resources

- St. Johns' history as an independent city is evident today. Numerous historic buildings and sites are located throughout the study area and contribute to the character of the area. Planning efforts should recognize and respond to this character.

Demographics

- Over the last 20 years, the study area has experienced roughly an eight percent increase in population growth. The area has a relatively high average household size, indicating larger family household sizes overall. However, Cathedral Park has a relatively low number of persons per household and was the only area neighborhood to experience a decrease in household size between 1990 and 2000.
- The St. Johns/Lombard area is an ethnically and racially diverse place. In 2000, roughly 32 percent of the area population considered themselves nonwhite. This is a significant change from 1980, when 87 percent of the population was white.
- The Hispanic community experienced a significant increase in population in the peninsula area. Hispanics now comprise 14 percent of the area population, an 11 percent increase since 1980.

Market Conditions

- Downtown St. Johns has a pedestrian-friendly retail area. The area's ability to capture increased market share rests partly upon its ability to create a positive sense of place and an active street presence. It must attract and accommodate customers from the market area and beyond.



- St. Johns and Lombard Street commercial areas have fewer people and less aggregate income than some other commercial areas. However, market area demographics currently support a greater diversity of retailers than at present, particularly in the apparel, household furnishings, and book categories. A significant amount of buying power is “leaking out” of the area.

Land Use

- Land use patterns have evolved over time from a historic pre-streetcar era development pattern to a more auto-accommodating pattern. This is partially a result of land use and zoning designations. Changes to land use and zoning designations are necessary to foster development that is less oriented to the automobile and more pedestrian-friendly in key locations.
- Lombard Street is a mix of pedestrian oriented and auto accommodating commercial land uses and housing. Some clustering of uses and types of development occur. Revitalization efforts need to focus on nodes in order to produce the maximum benefit.
- Underutilized lands near the Willamette River and key sites in downtown St. Johns and on Lombard Street provide an opportunity for redevelopment that can help support more vital town center and main street areas.
- The St. Johns/Lombard area has amenities that make it an attractive place to live. Additional housing and mixed-use development near public transit could help reduce auto usage, encourage more pedestrian activity, and provide additional customer base for local businesses.

Transportation

- The plan area's transportation system is generally well served by all modes of travel. Capacity modeling indicates that most intersections on the arterial network will provide adequate levels of service within the next 20 years. Deficiencies in the system include a lack of safe pedestrian crossings and lack of an interconnected bicycle network.
- While most of the street network is well connected, there are missing connections between the riverfront area and the town center.
- The St Johns Bridge carries a significant amount of freight traffic that creates conflicts with circulation of other modes within the town center. Freight traffic on Fessenden and St Louis is also an issue.

Parks, Open Space, and Public Facilities

- While there is generally an adequate number and distribution of parks and recreation sites in the area, there is a need for improvements to existing facilities to meet current and future demands. The area's proximity to trails and natural resources such as Smith and Bybee Lakes, the 40-Mile Loop Trail, the Willamette River, and Kelley Point Park are key assets.



- The St. Johns Community Garden is a valued community asset that is well-used by local residents. The garden provides a space for growing vegetables and also functions as a gathering space.
- The plan area is generally well served by public safety facilities: the North Police Precinct is located in the historic St. Johns City Hall at 7214 N. Philadelphia.; fire station #22 is located at 7025 N. Alta, and fire station #26 is located at 5247 N. Lombard.





3. Plan Elements

Vision Statement

The vision for the *St. Johns/Lombard Plan* area is a description of the desired future for the area. The statement, developed through an interactive process involving neighbors, businesspeople, plan staff and consultants, guided development of the plan goals, urban development concept, and ultimately the *Comprehensive Plan* map and transportation maps.

A Vision for the St. Johns and Lombard Street Area

St. Johns *is a small town within a city that serves as the focus of community life, and is defined by the rich history of its buildings, bridge, and unique geographic location between two rivers.*

Lombard Street, *a district collector, is the local main street for the adjoining neighborhoods of North Portland, serving the everyday needs of area residents. Lombard is defined by pedestrian-oriented retail centers, linked by tree-lined segments featuring attractive housing and land uses that serve the peninsula.*

An image of community life

A genuine hometown atmosphere within the city is distinctly evident in the St. Johns town center and along the Lombard main street. Community members value its rich history and actively work toward improving the quality of daily life. It is a place where people are comfortable walking the streets and spending time in public places; they have a sense of knowing and caring for each other. A robust St. Johns business district is the center of economic and civic life for the peninsula, and a wide range of housing options is available within close walking distance of its shops and services. Lombard Street has a strong identity and draws people from around the city. Its appealing sidewalk environment is accentuated by small community gathering places, and an array of retailers, restaurants, and services for the surrounding neighborhoods.



A concept drawing of the Lombard main street.



Civic institutions are prominent and celebrated community resources. The James John Elementary School, the St. Johns Library and Community Center are linked visually and are places where the diverse population of the peninsula comes together to share common interests. Religious institutions are a valued presence along Lombard Street and in the town center, and are actively engaged in community activities.

The St. Johns Bridge is designated on the National Registry of Historic Places, and many other significant historic resources are recognized and protected. These historic places are familiar landmarks that connect the community with its rich past.

Streets, plazas, parks, residences, and businesses are well designed and maintained. Local clean-up and beautification efforts greatly improve the aesthetics and continue to foster a sense of community pride. Partnerships between police and community organizations, and well-lit streets, ensure a safe environment day and night.

Cathedral Park is connected to the daily lives of community members and is recognized citywide for its history, music and cultural festivals, and beautiful views. Many visit the park during summer months when lifeguards are present, spending the day enjoying the expansive beach and swimming in the Willamette River.

Social service, not-for-profit, religious, and governmental organizations have a strong working relationship with the community; together they serve the needs of local residents. Community members participate in the siting, planning and designing of new social service facilities. Social service providers engage the community about the social, cultural, and economic qualities of the area's population.

A safe, reliable, and efficient system of travel

Residents and businesses of the town center and Lombard Street are linked together with nearby natural areas, the greater peninsula, downtown Portland, and the metropolitan area by a multifaceted transportation system. Of the many transportation options, transit is popular, due to its convenience and reliability.

The budding Lombard business nodes are connected by frequent transit service, boosting their economic vitality. Transit stops are conveniently located for easy pedestrian access from nearby residential areas. They are clean, well-maintained, and have adequate lighting for safety, visibility, and aesthetic quality. Transit service to New Columbia, MAX, and downtown Portland is provided frequently throughout the day and into the evening. In the short term, transit service consists primarily of buses. In the long term, and with community support and strong economic conditions, trolleys are introduced into the system.

Walking is safe and convenient - it is the preferred means of travel between local destinations for many residents. Traffic moves slowly, smoothly, and safely along Lombard Street and through the town center area. Crosswalks along Lombard are visible and provide safe access to shops and services. Sidewalks are lined with street trees, decorative lighting, benches, and bike racks.

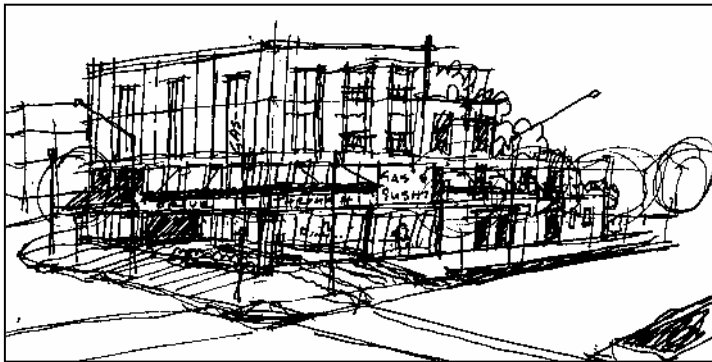


Bicycle routes are direct and safe and do not conflict with on-street parking. Bicycle parking is conveniently located near the main street, at public institutions, and in mixed-use developments.

Impacts of truck traffic are minimized through the careful design of transportation improvements and configuration of land uses. Truck traffic does not create a barrier to access and circulation by pedestrians, bicyclists, and other vehicles.

Canoes, kayaks, and water taxis are available for hire at Cathedral Park, Smith and Bybee Lakes, and Kelley Point Park. Their primary use is recreational, but some residents also rely on them for their daily commute to work.

Adequate parking for residents and visitors is appropriately located and managed to support retail viability and a high quality pedestrian environment. Parking areas placed behind buildings, abundant on-street spaces, and convenient transit service have reduced the need for large parking lots.



Ideas for future development on Lombard Street, from the neighborhood walks held May 2002. (ZGF Partnership)

A diverse population, an eclectic mix of housing, commerce, and industry

For many decades North Portland has been the most ethnically diverse area in Portland. The blending of affordable housing and stable middle class neighborhoods continues to attract diverse groups, including people with a wide range of incomes and ages. Ethnic businesses along Lombard Street are supported by the local community and are thriving; they enrich the area by making available new products, cuisines, and services. Many immigrants have grown comfortable with North Portland's cultural diversity and have elected to remain here as they've moved up the economic ladder.

Locally-owned businesses are particularly successful throughout the area. New shops in formerly vacant commercial spaces with revitalized storefronts consistently attract diverse customers from around the city. A weekly neighborhood farmers' market caters to the tastes of a variety of cultures, and supplements the local grocery store offerings. Flourishing arts and entertainment-oriented uses help maintain an active and safe street environment.

Many buildings in the town center and along the main street accommodate a variety of uses and provide options for combined live/work spaces. Auto-oriented businesses do not overshadow the smaller businesses in number, and are designed to complement the area's pedestrian emphasis.



St. Johns has an important role in the regional economy through its industrial businesses, many of which are recognized for innovative and sustainable business practices. Many residents of the area have high-quality jobs with these businesses and rely on the safe and efficient transit system for their daily commute.

The St Johns riverfront is a thriving, dynamic place. North of Cathedral Park, land uses focus on industry and employment. The area has diverse businesses that include green technology and small manufacturing firms, cottage industries, as well as live-work spaces for a growing community of artisans.

The St. Johns riverfront south of Cathedral Park makes the St. Johns town center unique in the region. It is well connected to the St. Johns commercial core, and includes a mix of activities -- housing, "new" industry, limited office and retail, and other community-serving uses. New development is well designed and compatible with the surrounding neighborhood. The area has a "sense of place" that adds vitality to the town center and riverfront.



A strong physical and visual connection along Burlington Street can link the St. Johns commercial area to the Willamette River.

Residences connected to work places

The quality, variety, and affordability of housing in the town center and along the main street reflect a wide range of preferences. Employment options are abundant in the town center and in nearby industrial areas, making it easy to live near work. The area's multi-use buildings successfully incorporate housing, commercial uses, and office space; they complement the street environment and are compatible with the area's historic character. Most importantly, they are well designed and human in scale, drawing inspiration from the positive characteristics of the adjacent established neighborhoods.

Townhouses, apartments, and older single-dwelling homes are interspersed among businesses along the main street and in the town center. Larger buildings are designed to complement and respect the smaller scale of the homes in the surrounding established neighborhoods.

Natural areas are a unifying feature

The Willamette riverfront, easily accessible by bike and on foot from the St. Johns town center, is central to the lives of area residents. It serves as a neighborhood gathering place and recreation area, as well as a wildlife habitat. River clean-up efforts have allowed swimming at Cathedral Park to become a popular activity on hot summer days. Bicyclists, pedestrians, wheelchair users, skaters, and horse drawn



carriages can be found along the river's greenway path; they congregate at Cathedral Park, where food vendors and musicians enliven the space.

Parks and open spaces are popular and well-maintained. Regional trails connect the peninsula with the rest of the city and outlying areas, and provide both recreation and transportation options for residents. From Cathedral Park, a bicycle/pedestrian path leads south to the East Bank Esplanade. Direct access to Forest Park and Northwest Portland is possible via enhanced connections over the Willamette River.

Kelley Point Park and Smith and Bybee Lakes are recognized nationally and internationally as high quality, accessible urban wildlife habitat and viewing areas. A network of bikeways and trails weave through the Rivergate industrial area and connect to and around the Smith and Bybee Lakes Nature Area.



Planning Goals

Planning goals were developed as a synthesis of the community-driven vision statements and local and regional planning policies. The goals are followed by several objectives. The goals and objectives were used to evaluate plan concepts and implementation efforts to ensure that objectives of the community and city and regional planning policies are balanced. The goals were used as a starting point for policies in Section 5.

ENHANCE THE IDENTITY OF THE ST. JOHNS AND LOMBARD AREA

- *Celebrate citizens, local history, and distinctive architecture*
- *Respect the unique characteristics of the St. Johns town center and Lombard main street, and emphasize human scale in new development*
- *Support efforts to establish in the town center an institution or business(es) that serves as an attractor and enriches the area's identity within the city*

IMPLEMENT THE REGION 2040 TOWN CENTER AND MAIN STREET DESIGNATIONS IN THIS AREA

- *Create a complete community by providing opportunities for housing, shopping, and employment within the area*
- *Strive to retain and attract family-wage jobs on the peninsula*

FOSTER REVITALIZED ST. JOHNS AND LOMBARD STREET COMMERCIAL AREAS

- *Enhance opportunities for residents to walk or bike to shops or leisure facilities*
- *Promote locally-owned and community-oriented businesses*
- *Support efforts to establish businesses that are catalysts for community revitalization*
- *Provide for adequate parking opportunities*

PROVIDE OPPORTUNITIES FOR NEW HOUSING ALONG THE LOMBARD MAIN STREET AND NEAR THE ST. JOHNS TOWN CENTER

- *Promote compatible and high quality housing design*
- *Provide for a broad range of housing choices for residents of all ages, income levels, and abilities*



PROVIDE FOR A BALANCED MULTIMODAL TRANSPORTATION SYSTEM

- *Enhance the safety, convenience and attractiveness of walking, using transit, and bicycling*
- *Improve circulation on the main street and in the town center while calming traffic*
- *Reduce reliance on autos, and make transit, walking and bicycling the preferred modes of travel to and from the town center and main street*
- *Strive for freight movement solutions that improve livability, safety, and efficiency*
- *Support policies to study the development of a future river crossing to reduce regional truck traffic in the town center*

UNIFY THE COMMUNITY WITH SAFE, ACCESSIBLE, AND ATTRACTIVE PARKS AND OPEN SPACES

- *Strengthen connections between the town center and the Willamette and Columbia Rivers*
- *Respect the diverse ecology, wildlife and landscape features of the rivers and nearby natural areas*

PROMOTE SUSTAINABLE DEVELOPMENT PRACTICES AND ENVIRONMENTAL QUALITY

- *Support efforts to improve watershed conditions in the Willamette River and Columbia Slough*
- *Promote the preservation of tracts of native vegetation and the protection and expansion of the urban forest on the peninsula*
- *Promote the development and redevelopment of a built environment utilizing sustainable development techniques and practices*



Urban Development Concept

The *St. Johns/Lombard Plan* urban development concept represents a synthesis of the concepts developed throughout the planning effort and reflects extensive public input. The urban development concept represents a “big-picture” vision for future land use, transportation, and open space within the plan area, and identifies places of special interest for the community. It encompasses the goals of the plan, which address community identity, commercial revitalization, housing, transportation, open space, and environmental quality. The concept provides guidance for the *Comprehensive Plan* map, transportation plans and other implementation strategies.

Map Symbols and Area Descriptions



Gateways

Gateways are located at key places or intersections and identify the entrance to a district or area. Development adjacent to gateways should contribute to the sense of entry and level of importance through signature architecture, appropriate building scale, character, and orientation. Right-of-way features such as landscaping, public art, landmarks or special signage, lighting or paving may be used to help signify gateways.



Attraction/Focal Point

This symbol indicates an area or place that draws people from nearby neighborhoods as well as citywide. The retail/civic area of downtown St. Johns, Cathedral Park, the Willamette riverfront, and the Peninsula Crossing Trail are attractions/focal points in the plan area. Focal points may have special architectural or landscape features, and may incorporate public art.



Community Corners

Community corners are active pedestrian places located at key crossroads along Lombard Street. They are the primary pedestrian crossing locations. The cross streets serve as the main routes to significant places north and south of Lombard, such as the University of Portland (at Portsmouth) and Roosevelt High School (at Ida), as well as to and from the neighborhoods. Community corners should be architecturally reinforced as significant places by promoting pedestrian-oriented storefront development. They accommodate community services such as restaurants, pubs, cleaners/laundry, and corner stores. The public realm at community corners may have enhanced treatment, consistent with other important pedestrian locations in the plan area.



Primary Framework Streets

Primary framework streets are the key streets that provide identity in core pedestrian and retail area in downtown St. Johns and on the Lombard main street. These multimodal streets are important places within the plan area and may be the focus of more intense land uses. Primary framework streets may receive the highest level of public realm amenities within the area.



Secondary Framework Streets

Secondary framework streets serve as important routes for pedestrian and vehicle activity in the plan area, and may be the focus of more intense land use activity. These streets may receive a higher level of public realm amenities than other streets in the area.



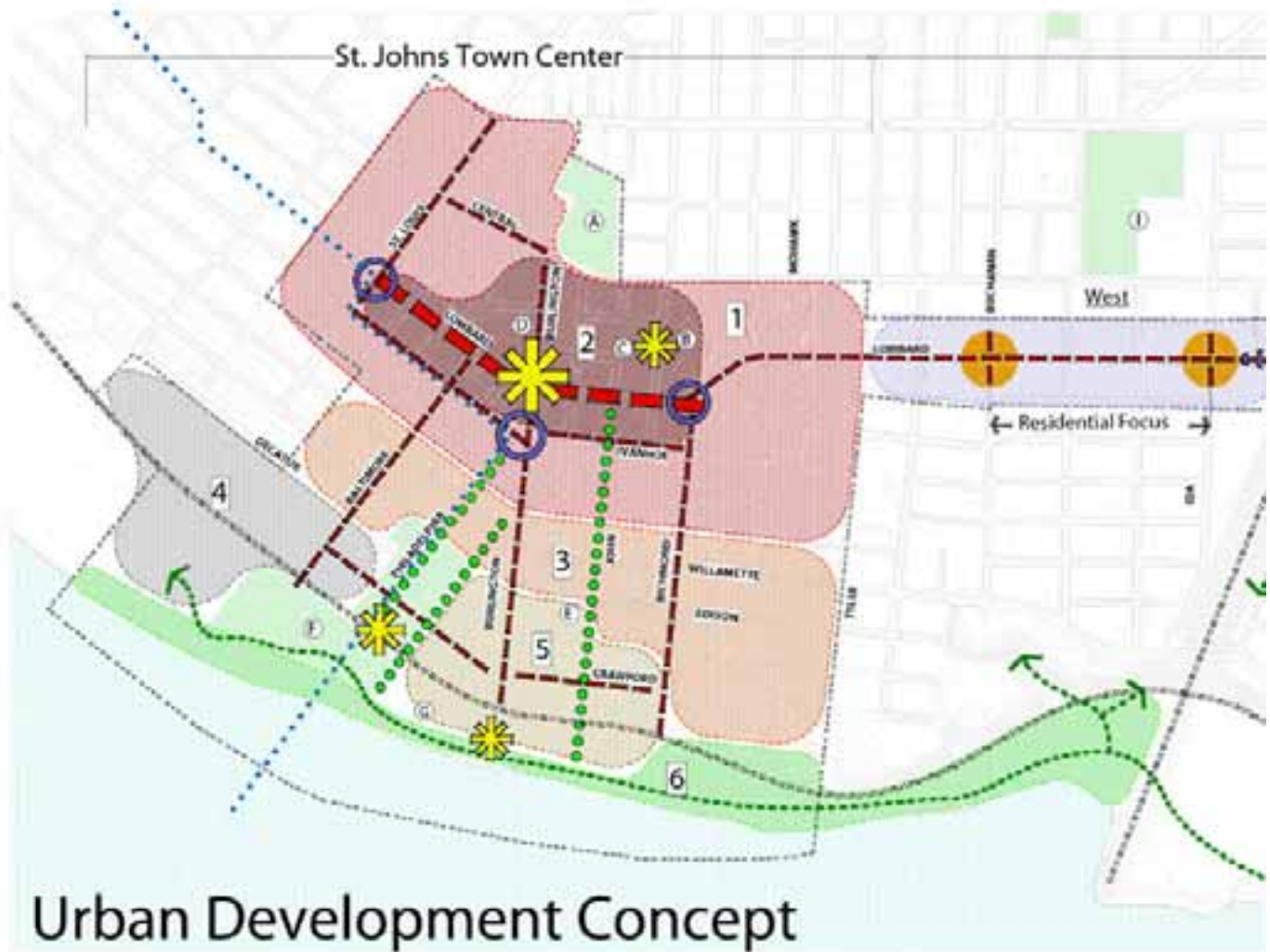
Enhanced Pedestrian Connections

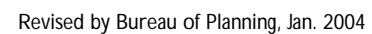
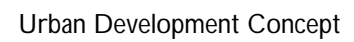
Enhanced pedestrian connections are envisioned as key links between downtown St. Johns and the Willamette riverfront where pedestrian movement is a priority. These connections may be developed with innovative designs, provide stormwater benefits, or feature other amenities such as enhanced street tree treatments or special paving.



Pedestrian and Bicycle Trails

Existing or planned trails linking to the regional trail system.







Lombard Main Street

Lombard Street is the local main street for the adjoining neighborhoods of North Portland, serving the everyday needs of area residents. In the future, Lombard becomes a street made up of defined segments, described below, each with a different characteristic.

Full Main Street: built-up areas that feature urban commercial buildings, with retail and housing, and a high-quality pedestrian environment.

Residential Focus Areas: pedestrian friendly areas where housing is desired, along with compatible neighborhood-scale commercial uses.

Partial Main Street (not labeled on map): the balance of areas on Lombard, where auto-accommodating activities that serve the peninsula are mixed with other land uses.

Woolsey to Fiske: residential focus area

The easternmost segment of this subarea, bounded by Fiske and Woolsey, is envisioned to become a residential focus area that includes a mix of housing and compatible small-scale commercial uses. This area offers locations for new housing in the future, whose residents will help support commercial activity in adjacent sections of the Lombard main street. To improve compatibility with residential and mixed-use development, new land uses and developments that can create conflicts with housing should be limited.



Conceptual drawing of the residential focus areas.



Apartment building on Lombard Street

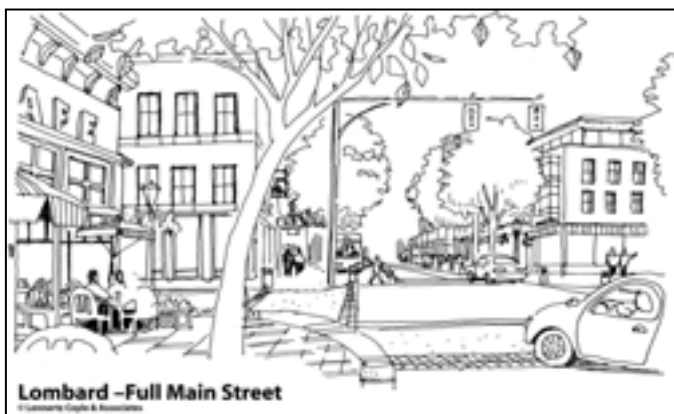
Fiske to Van Houten: full main street

The area between Fiske and Van Houten is conceptualized as a location for pedestrian-friendly retail activity and housing. This area is the heart of the Lombard main street, a place where neighbors shop and socialize. To encourage and maintain this neighborly, pedestrian-oriented environment, some



incompatible and auto-related land uses, such as new drive-through restaurants and quick vehicle servicing establishments, are not allowed in this area.

Higher levels of design and building quality are desired for this area to enhance its special quality as a center of community activity. Buildings meet the sidewalk to create a continuous building frontage in this area, making walking a more interesting experience. The preferred location for parking in this area is at the rear of buildings, accessed via alleys.



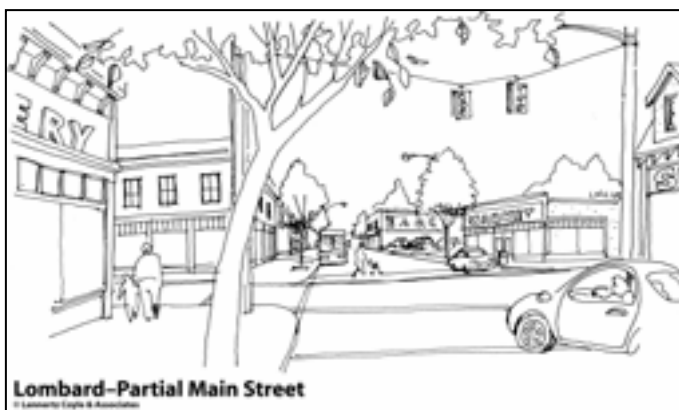
Conceptual drawing of full main street areas.



Lombard Street near Fiske.

Van Houten to Ida: partial main street

The central portion of the Lombard main street is envisioned to become more pedestrian-friendly over time, with an increase in housing and commercial activity. Within this area, the community corners at Wall and Ida are envisioned as places with the most pedestrian-friendly development, ideally in mixed-



Conceptual drawing of partial main street areas.



use buildings. However, the area will continue to be a place where neighbors and passersby can access convenience and auto-oriented retailers and services. This area will provide opportunities for automobile sales and servicing, businesses with drive-throughs, and other land uses and activities that could conflict with areas of the most intense pedestrian activity.

Portsmouth Cut: gateway

The Portsmouth Cut is a distinguished feature, which could better serve as a gateway in the area. New development should take advantage of location near this attribute, which offers unique corridor views. The bridge over the Portsmouth Cut could be visually improved to help create a gateway between adjacent neighborhoods. The Peninsula Crossing Trail runs along the cut and intersects Lombard just east of the cut, creating an opportunity to further celebrate the cut with a marker in conjunction with the bridge crossing.



Lombard Street at the Portsmouth Cut.



Conceptual drawing of improvements to Lombard Street at the Portsmouth Cut.

Ida to Buchanan: residential focus area

This portion of the Lombard main street is envisioned as becoming more pedestrian-friendly, with an increase in housing over time. Within this area, the community corners at Ida and Buchanan are envisioned as places with pedestrian-friendly development, ideally in mixed-use buildings. The area around Ida is envisioned to remain a focus of commercial activity in the future. New development will be oriented to the sidewalk, providing a more pleasing streetscape and easier accessibility from transit.

West of Ida, Lombard narrows, providing an intimately scaled streetscape that serves as the entry into downtown St. Johns. New, moderately scaled apartments and row houses are encouraged in the residential focus area between Ida and Buchanan, providing housing opportunities and an increased customer-base for local retailers. Businesses in this area will be small-scale and compatible with nearby housing. To improve compatibility with residential and mixed use development, new land uses and developments that can create conflicts with housing should be limited.



Buchanan to Mohawk: partial main street

The western portion of the Lombard main street is envisioned as becoming more pedestrian-friendly over time. In the near term the area will continue to be a place where neighbors and passersby can access convenience and auto-oriented retailers and services. This area will provide opportunities for automobile sales and servicing, businesses with drive-throughs, and other land uses and activities that could conflict with areas of the most intense pedestrian activity.



Conceptual drawing of the partial main street areas.



St. Johns Town Center

In the future, the St. Johns town center solidifies its position as the center of community civic and commercial activity on the peninsula. The town center offers new housing opportunities that support community retail and civic uses, and creates a more vibrant small town center within Portland. The area is conceptually divided into the following three geographic subareas:

Downtown St. Johns: the heart of the St. Johns town center featuring a retail and civic core area, supported by nearby housing.

Hillside Neighborhood: a residential neighborhood of detached houses, and well-designed rowhouses and medium size apartments.

Willamette Riverfront: an eclectic mixed-use area that takes advantage of its unique location near the Willamette River. The southern section offers opportunity for future change to allow a broader array of land uses to support the town center. The northern section focuses on employment and industrial activities along with other compatible uses.

Downtown St. Johns



Downtown St. Johns features a broad mix of commercial activities, community services, and housing opportunities, and is the heart of the St. Johns town center. A core area featuring retail and civic uses is envisioned as the hub of downtown St. Johns. Lombard, the historic streetcar-era main street, features a strong, pedestrian-oriented retail environment that serves local needs, and also acts as a destination shopping and dining area for visitors.

To the north of Lombard is a civic area that includes the St. Johns Community Center and Park, James John School, St. Johns Branch Library and Portland Racquet Center. In the future this area will be bolstered with additional housing, and the location of additional community-serving activities. The retail/civic focus area is surrounded by residential and community-serving land uses (churches, social services, recreation, etc.) that support the town center.

South of Lombard along Ivanhoe, development becomes more pedestrian friendly and urban over time, while still providing sites for larger buildings that may need auto access. Key opportunity sites, such as the existing superblock areas, offer an opportunity to provide infill housing and mixed-use commercial development, and the ability to re-establish pedestrian connections.



Concepts for Downtown St. Johns

Downtown St. Johns retains much of the small town scale and character that is valued by the community. Lombard is the focus of retail activity serving the area, surrounded by mixed-use development and housing. This creates a more vibrant center overall and a stronger customer base for retail.

Scenario A is a conceptual drawing that shows downtown with an enhanced plaza that could retain its current location and perhaps “spill over” Philadelphia Avenue into adjacent spaces.

The drawing also shows redevelopment of key opportunity sites along Burlington. In this concept scenario, the Racquet Center is retained and augmented with other uses.



Scenario A
Conceptual Idea for Downtown St. Johns



Scenario B
Conceptual Idea for Downtown St. Johns

Scenario B is a conceptual drawing of a long-range vision that could be developed if present-day traffic circulation issues are resolved by creating a new North Willamette crossing. It illustrates reconfigured Burlington and Philadelphia Streets leading into downtown St. Johns to enhance visual and functional connections to the hillside and Willamette River. The scenario also shows alternate concepts for the development of key sites.

Both concepts show areas along west Ivanhoe as shared parking opportunity areas, compatible with the current volume of heavy vehicle traffic in this corridor.



Plaza Area

The St. Johns plaza area provides space for community gathering in the center of downtown St. Johns. Several alternative plans were considered for improving the plaza space and Philadelphia Avenue gateway to downtown St. Johns.



Vision for the Philadelphia Street gateway to downtown St. Johns.

A long term alternative considered realigning Burlington and Philadelphia Streets. This plan would provide better public space and align streets to provide visual and pedestrian access to connect downtown St. Johns and the riverfront. However, traffic analysis indicates that realignment of streets and reconfiguration of the plaza may create unacceptable traffic congestion. In the future, traffic congestion may be resolved if a North Willamette River Crossing is built, allowing this alternative to be realized.



Concept showing realigned streets. This concept could result in a better plaza design in the long term, but result in unacceptable congestion in the near term.



In the short term, the plaza area could be enhanced in several ways: addition of landscaping could provide better views into the plaza area from Philadelphia; storefront improvements on adjacent and nearby properties could provide more aesthetic design and use of this area; bollards could be added to improve pedestrian safety; and new paving surfaces could be integrated to unite the plaza, Philadelphia Street, and possibly the adjacent parking area. With these improvements, the area could be used by the community for large-scale gatherings in combination with temporary closures of Philadelphia.



Concept for St. Johns plaza. Redesign of the existing plaza and landscaping creates a better plaza in the short term.



Lombard/Richmond Intersection

Several alternative plans were considered for improving the Lombard/Richmond intersection. The main objectives of the redesign were to create a stronger gateway to the business district, calm traffic, and enhance safety for children and other pedestrians crossing Lombard.

The preferred alternative keeps primary traffic flow on Richmond and Ivanhoe. A signal is installed at the intersection of Lombard at Richmond to slow traffic, increase pedestrian safety, and improve visibility for the downtown St. Johns commercial core. The newly created space can function as a plaza, and offers an opportunity to create an enhanced gateway to the downtown business district.



The preferred redesign of the Lombard/Richmond intersection enhances visibility of downtown St. Johns and improves pedestrian safety.



Concept drawing of future Lombard/Richmond intersection featuring realigned intersection and gateway, surrounded by new development.

Two additional design alternatives considered for the Lombard/Richmond intersection are shown below.



In this concept alternative, traffic on the existing slip lane is "calmed," but a pedestrian hazard remains at Charleston Street. The design also does little to signal entrance to downtown St. Johns.



In this concept alternative, the primary traffic flow on Lombard was routed downtown. This results in additional bridge-bound traffic downtown, creating congestion and decreasing pedestrian safety.



Hillside Neighborhood

The Hillside neighborhood portion of the town center supports the town center with additional housing. The neighborhood is a mix of moderately scaled multidwelling housing (apartments and condos), and single-dwelling attached and detached houses. North Burlington Avenue functions as a key street, providing a clear pedestrian link between downtown St. Johns and the riverfront area. Enhanced pedestrian environments and features that provide stormwater benefits and green space amenities are proposed for several key streets.



A concept drawing of Alta Street at Willamette Boulevard looking south.



A concept drawing of Burlington Street looking south toward the Willamette River.



Willamette Riverfront

St. Johns has the unique potential to be a regional town center with a vibrant riverfront. It can be a town center whose riverfront embodies the best of the community's past, present and future.

Jobs are an important component of the riverfront. The area north of the St. Johns Bridge and adjacent to the Port of Portland is viable for new employment, as well as traditional industrial uses. The area can continue to support manufacturers and river-related industries that have traditionally located on the St. Johns riverfront. The area between Cathedral Park and New York and Edison Streets will allow for a broader definition of employment uses that can help attract new types of businesses to St. Johns while providing clear protection for the adjacent industrial sanctuary lands. In this buffer area, limited office and live-work facilities complement industrial uses. Northwest of this area, the Industrial Sanctuary provides ongoing opportunity for traditional heavy industrial and port-related activities.

The town center riverfront can also enliven the neighborhood. While the area is home to industry now, the 20-year vision for the area south of the St. Johns Bridge sees the area evolving from an underutilized industrial area to a vibrant mixed-use area. The riverfront area offers particularly attractive amenities for new housing, including surprising views of the river and Forest Park and access to Cathedral Park and the river. New mixed-use development will likely begin in the area next to Cathedral Park and grow toward the riverfront. The vitality brought by new residential and mixed-use development attracted to St. Johns in this new riverfront district will be a key component of revitalizing the St Johns town center commercial district.

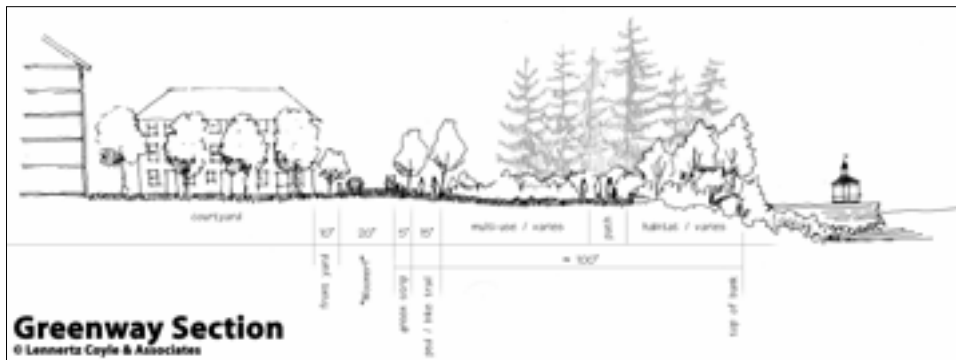


The Willamette riverfront south of Cathedral Park offers a unique opportunity to link the town center commercial core to future development of a mixed-use place at the riverfront.

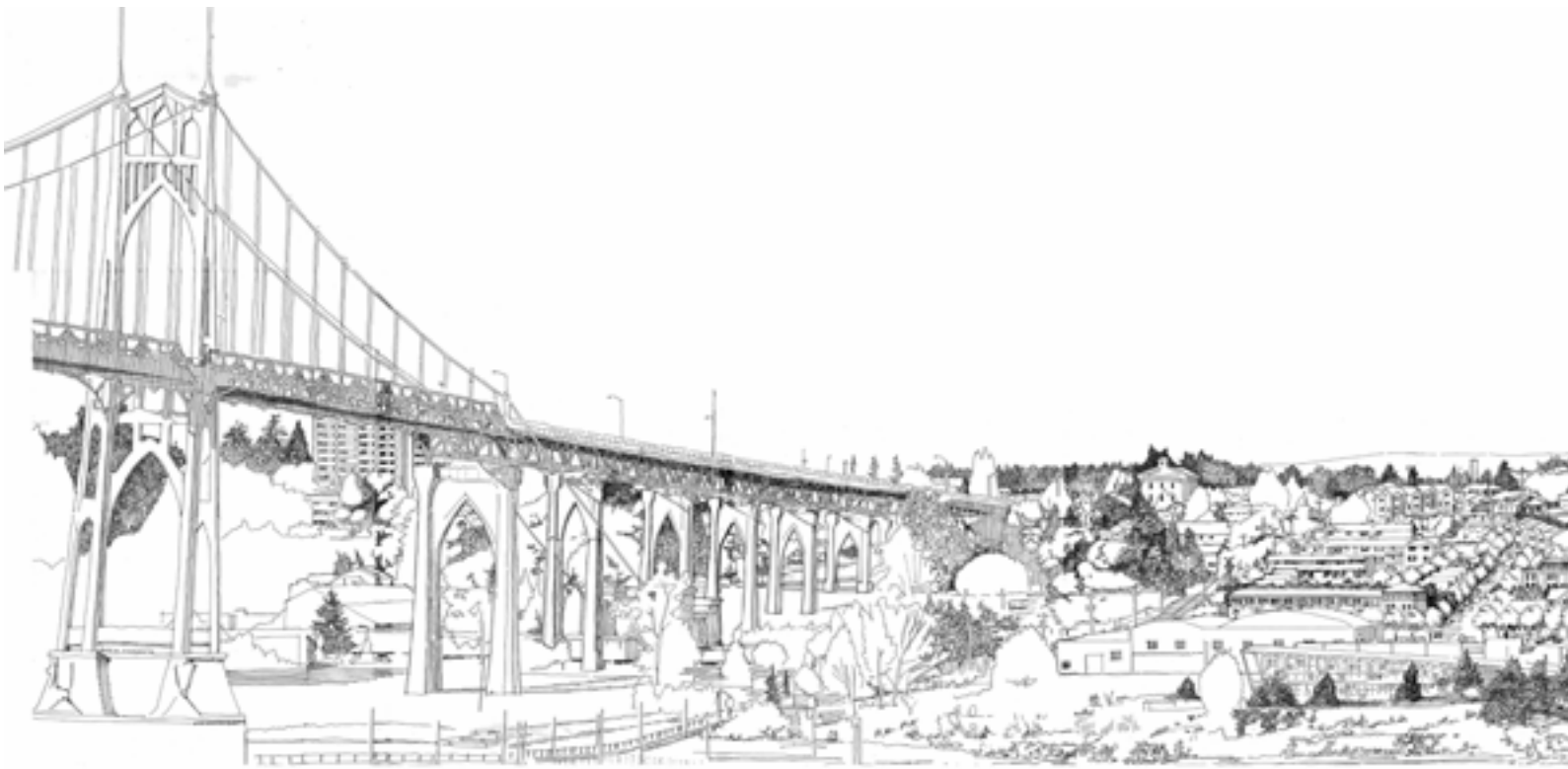


The riverfront will evolve with the market. The vision for the area south of the St. Johns Bridge does not preclude continued employment uses mixed with residences. Such uses could range from small commercial and offices, to light industrial uses that are integrated into the district through thoughtful building design and attention to streetscapes. Market forces, increasing land value, and the area's limited truck access, will push the character of the employment uses toward lighter impact, but possibly more job intensive uses. However, in the near term, the riverfront land can continue in traditional industrial use. Also, while the riverfront location offers many amenities, the freight railroad line along the waterfront may present challenges for and affect the form of some types of development.

The riverfront will feature uniquely attractive open space. Along the Willamette River, a publicly accessible greenway will eventually stretch from Cathedral Park to beyond Willamette Cove. The greenway is envisioned as a publicly accessible open space providing connections to the riverfront trail system, places for public open space and recreation, and opportunities for wildlife habitat and environmental restoration. The open space on the St. Johns town center riverfront can be an amenity that benefits the immediate neighborhood, the town center, the North Portland peninsula, and the vitality of the Willamette River.



These conceptual drawings show a potential relationship between new development at the riverfront and a greenway that provides public access and amenity as well as environmental benefits.



View of St. Johns - 20 Year Vision

This concept illustration of the riverfront and hillside areas shows a possible build out with a mix of housing, employment and small commercial uses. The drawing also shows a substantial riverfront greenway linking open space and park land along the Willamette River.



May 2003 – LCA Town Planning and Architecture



4. Policies and Actions

The policies and implementation actions for the Lombard main street and St. Johns town center are designed to help achieve the goals of the plan and implement the urban development concept. They reflect community input from workshops, open houses, neighborhood walks, and surveys. A study of the existing conditions, ranging from land use to market conditions, helped identify the issues of particular importance.

The policies are adopted by ordinance and become part of the Portland *Comprehensive Plan*. These policies, along with the plan goals and objectives, will be used to evaluate future land use changes in the St. Johns/Lombard area. Both the goals and policies are balancing – they do not have to individually be met but must be considered in relation to each other and must be weighed with the balancing policies of the *Comprehensive Plan*.

The plan's implementation actions are designed to realize the vision, goals, urban development concept, and policies of the plan. They are adopted by resolution, meaning that they are advisory only and do not carry the weight of an ordinance. Potential implementors are identified. Implementors may be assist or partner in implementation.

The policies and implementation actions are organized by topic area:

1. Land Use and Placemaking
2. History and Identity
3. Transportation
4. Economic Development
5. Housing
6. Environment
7. Willamette Riverfront
8. Community Involvement and Services

Implementation action charts include regulations for each topic area.

Note: Policies are separated into distinct topic areas, but all are interrelated and should not be considered in isolation. For example, history and identity measures may affect economic development, and land use and placemaking. Correspondingly actions are also connected. For conciseness and clarity, each action is generally noted in one topic area chart, although it may have relevance to other topic areas.



Guide to Implementors

Neighborhood Associations

NA	Neighborhood Associations
TCAP	The Community Association of Portsmouth
FOCP	Friends of Cathedral Park
SJNA	St. Johns Neighborhood Association
UPNA	University Park Neighborhood Association

Business Associations

BA	Business Associations
NPBA	North Portland Business Association
SJB	St. Johns Boosters

Key Stakeholders and Community Groups

PO	Property Owners
SJHA	St. Johns Heritage Association
SJ21	St. Johns in the 21 st Century

City Agencies

City	City of Portland
BOP	Bureau of Planning
PDC	Portland Development Commission
BDS	Bureau of Development Services
BES	Bureau of Environmental Services
Fire	Portland Fire and Safety
BHCD	Bureau of Housing and Community Development
OMF	Office of Management and Finance
NPNS	North Portland Neighborhood Services
Parks	Bureau of Parks and Recreation
Police	Portland Police Bureau
PDOT	Portland Office of Transportation
OSD	Office of Sustainable Development

Schools

PPS	Portland Public Schools
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Regional Government and Services

Metro	Metro
TriMet	TriMet

State Government

ODOT	Oregon Department of Transportation
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Policy 1: Land Use and Placemaking

Accommodate growth and change in a manner that fosters the area's sense of place as a small town and main street within the city. Take advantage of its unique setting near the Willamette River, and support development of vital commercial areas.

Discussion

The land use and placemaking policy and implementation actions are intended to implement the urban development concept for the *St. Johns/ Lombard Plan*. The actions include an update of the *Comprehensive Plan* map for the plan area and key changes to the *Zoning Code* and map.

The urban development concept calls for strengthening Lombard Street's qualities as a place, a location for development, and a corridor by better defining its structure in terms of distinct subareas. Parts of the street will be more clearly defined as neighborhood-serving main street retail areas. Community corners that provide for neighborhood shopping and gathering are defined at key intersections. In other areas on Lombard, housing is emphasized with compatible commercial uses. Auto-accommodating retail areas for businesses that serve a wider market area are also identified.

The St. Johns town center is composed of downtown St. Johns, Hillside Neighborhood, and Willamette Riverfront. The urban development concept calls for strengthening downtown St. Johns' role as the center of activity on the peninsula. Space for community-serving retail and civic uses is provided. Viability of the area is strengthened with opportunities for new housing and mixed-use development in and around the downtown core area.

The Hillside neighborhood is composed of detached houses, rowhouses and medium scale apartments that offer a variety of housing options and support the vitality of the downtown retail area.

The Willamette riverfront offers opportunities for new housing that can take advantage of river, west hills, and bridge views and other amenities, such as riverfront open space and Cathedral Park. The mixed-use area includes continuing opportunity for employment and is supported by limited community-scale commercial development.

The proposed *Comprehensive Plan* map and *Zoning Code* and map amendments can be found in Chapter 5.



Land Use and Placemaking Actions

#	LAND USE AND PLACEMAKING ACTIONS	TIMEFRAME					IMPLEMENTORS
		Adopt With Plan	On-going	Next 5 Years	6 to 10 Years	11 to 20 Years	
	PLACEMAKING						
LU 1	Mark the entry points into the downtown St. Johns through development of "gateway" streetscape features at the Lombard/Richmond and the Philadelphia/Ivanhoe intersections.				◆		PDOT, SJNA, SJB, SJ21
LU 2	Develop a design to improve the St. Johns Plaza and make it a more comfortable community space; augment the plaza and integrate adjacent space through property redevelopment or right-of-way improvements.				◆		PDOT, SJB, SJNA, FOC, PO
LU 3	Pursue a gateway feature at the Portsmouth Cut and beautify the Peninsula Crossing Trail where it intersects with Lombard.				◆		PDOT, Parks, NA, BA
LU 4	Concentrate new community service and public uses north of Lombard near James John Elementary School, the library, and community center, to foster a civic center area.		◆				NA, BA, City
	REGULATIONS						
LU 5	Adopt changes to the <i>Comprehensive Plan</i> map and zoning map to implement the <i>St. Johns/Lombard Plan</i> .	◆					BOP
LU 6	Establish a St. Johns Plan District to: <ul style="list-style-type: none"> promote mixed-use development, address the scale and character of development, and enhance the pedestrian environment. 	◆					BOP
LU 7	Apply main street overlay zones and modify to: <ul style="list-style-type: none"> encourage housing and mixed uses at community corners and along the main streets, address design issues associated with transition between single dwelling and multidwelling zones, and address the scale and character of commercial uses. 	◆					BOP
LU 8	Apply the design overlay zone ("d") to key areas in the town center to promote desired characteristics.	◆					BOP
LU 9	Adopt the Open Space (OS) <i>Comprehensive Plan</i> map and zoning designation on the Willamette Cove site.	◆					BOP
LU 10	Monitor R1 zone development sites subject to minimum density requirements of the St. Johns plan district and main street overlay zone. Report findings to the Planning Commission two years after the plan's adoption.			◆			BOP
LU 11	Consider replacing relevant St. Johns plan district and main street corridor overlay provisions if R1 zone minimum density requirements are revised citywide in the future.			◆			BOP
LU 12	Evaluate the effectiveness and implementation of the <i>St. Johns/Lombard Plan</i> land use regulations.				◆		BOP



Policy 2: History and Identity

Strengthen the identity of the St. Johns and Lombard Street areas through development and community activities that integrate and build on the area's distinctive history and architecture.

Discussion

The following actions support implementation of the plan's goals and urban development concept. Key to this implementation is the application of the design overlay zone over much of the St. Johns town center. Character statements are proposed for this area to inform the design review process about the local context and the desired form of development, with the goal of achieving attractive and compatible infill development.

Throughout the plan process, residents expressed their desire to maintain the small-town character of St. Johns. This characterization is rooted in its history as an independent city early in the twentieth century. Prominent civic and commercial buildings from this era are noteworthy from an architectural and historical reference. Most of these buildings are recognized locally but not nationally. Listing in the National Register of Historic Places heightens public awareness and pride and improves the likelihood for preservation. This designation should be pursued for the area's most treasured buildings.

Acknowledgement and preservation of history can also take other forms. The St. Johns Heritage Association preserves the stories of St. Johns' citizens, and wishes to pass this heritage onto future generations through creating an educational program for students. Efforts of this group should be publicized in the community, through wider distribution of its existing and future oral history documents.

The built environment can provide clues and give meaning to an area's origins and citizens. Such clues exist today but much history remains hidden. Campsites of Native Americans and of Lewis and Clark and the original store and ferry sites associated with James John are unmarked. The history of the rail development and the Portsmouth Cut should be made known. Simple but effective means of conveying pieces of history may take the form of a plaque, impression, or other physical element placed within the public realm. Additionally, the area's natural environment and public spaces are opportunity sites for major art installations or historical references.



History and Identity Actions

#	HISTORY AND IDENTITY ACTIONS	TIMEFRAME					IMPLEMENTORS
		Adopt With Plan	On- going	Next 5 Years	6 to 10 Years	11 to 20 Years	
	PRESERVING HISTORY						
HI 1	Prepare a nomination for the historic St. Johns City Hall for listing in the National Register of Historic Places.		◆				BOP, SIHA
HI 2	Prepare a multiple property submission to the National Register of Historic Places for the St. Johns business district.			◆			SIHA, BA, BOP
HI 3	Work with property owner during redevelopment of the site at N. Ivanhoe and Richmond to preserve historical impressions located in the sidewalk on the south side of Ivanhoe Street.			◆			PDOT, BDS
HI 4	Search for community grant funds for a St. Johns heritage education program, to include publishing and distribution of existing and future volumes of oral histories.		◆				SIHA, NPNS
	ENHANCING IDENTITY						
HI 5	Promote the installation of plaques, historic markers, artwork or decorative elements in public spaces, such as the St. Johns Plaza or Willamette riverfront, and as part of private development, that informs people of the history and natural environment of St. Johns and Lombard Street.		◆				NA, BA, SIHA, BDS, PDOT, BOP
HI 6	Promote a memorial project for the three bridge crossings over the Portsmouth Cut. Explore means for restoring the bridges' historic iron railings.		◆				NA, BA, SIHA, ODOT, PDOT, BOP
HI 7	Participate in the city's Heritage Tree Program.		◆				PO
HI 8	Form a committee to coordinate with the Regional Arts Council the siting of a major artwork (mitigation funding from Wapato Jail).		◆				SJNA, FOCP, SJB, NPBA
HI 9	Continue to support the annual St. Johns Parade.		◆				NA, BA, NPNS
	REGULATIONS						
HI 10	Amend the <i>Community Design Guidelines</i> to include statements about valued architectural and urban design characteristics of the St. Johns town center to provide guidance in design review.	◆					BOP



Policy 3: Transportation

Provide for a balanced multimodal transportation system that supports the urban development concept and land use vision for the town center and main street.

Discussion

The following transportation actions have been identified to support implementation of the urban development concept. Throughout the plan area the main intent of the transportation actions is to ensure that the area is served by a well-balanced multimodal transportation system. Overall, the existing street network is generally well scaled to the projected needs of the land use vision and urban development concept. The width of the streets and allocation of right-of-way to travel lanes, on-street parking, and sidewalks fits the small town character desired by the urban development concept while supporting *Region 2040 Concept* policy for town centers and main streets. The recommendations emphasize localized transportation system improvements necessary to optimize the balance between modes.

Creating a stronger multimodal environment along Lombard Street and within the St Johns town center is central to achieving several overall plan goals, from revitalizing commercial areas to helping preserve the area's small town character and scale. A major issue is improving pedestrian access and circulation with safer, more convenient crossing locations. The plan suggests several locations to be improved with curb extensions and/or medians to improve pedestrian crossing safety and convenience. The locations chosen reinforce the activity areas identified in the urban development concept and improve access to transit service. Pedestrian scale lighting will also help to strengthen the identity and attractiveness of the pedestrian environment within key urban development concept areas.

Transit is envisioned to play a significant role in supporting redevelopment opportunities within the plan area by improving access and the overall people moving capacity of the transportation system serving St Johns. An efficient, effective transit system will also help maintain the desired scale of the existing street network by reducing the need to expand traffic capacity. The actions focus on improving the speed of travel times to regional destinations, safe access to service, and comfort at stops. Frequent service, transit priority signal system upgrades, stop consolidation, curb extensions at transit stops, and express service recommendations will all help to improve travel times within the plan area and the convenience of using transit. Pedestrian crossing improvements coordinated with stops will enhance safe access to transit service, while improvements to transit stops with shelters, schedule information, lighting and supporting amenities will enhance the comfort of using transit. In the long run, through both the land use and transportation elements, it is the intent of the plan to encourage the return of a streetcar-type transit system to serve St Johns and better connect it with the region.

To improve bicycle access and circulation, the plan recommends several improvements to link the town center and main street to the established bicycle network that serves North Portland.

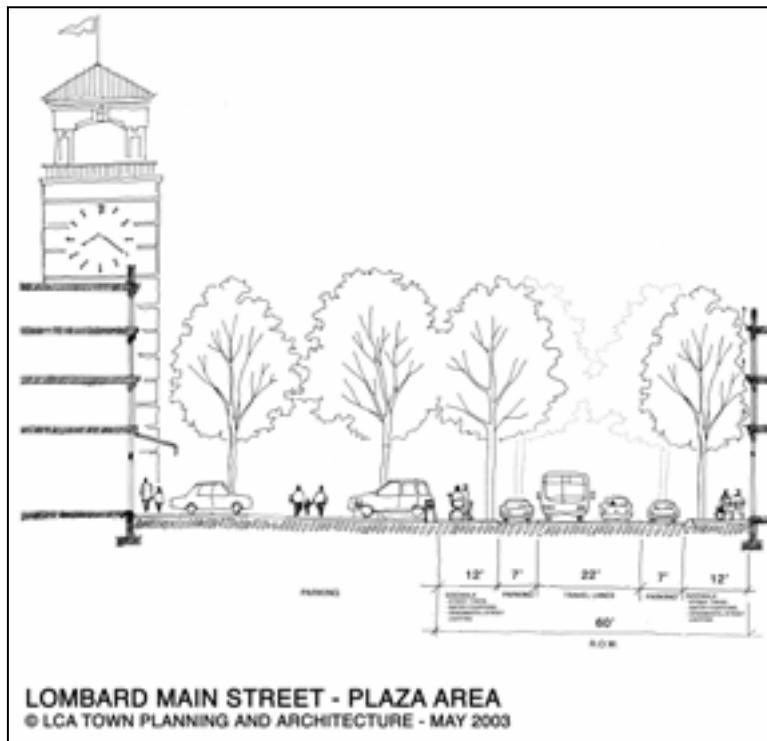
To retain the desired scale of the street network, while at the same time address the future capacity needs at key intersections, the plan focuses on optimizing the signal system to improve efficiency instead



of removing on-street parking and acquiring additional right-of-way. A street master plan is provided to improve street connectivity where links are missing and to support redevelopment opportunities with improved access and circulation, particularly in the Hillside neighborhood and Willamette riverfront areas. Actions to improve access to the town center core at the key gateway locations are recommended. These rely upon improving visual access and pedestrian safety to provide more inviting entrances into the retail core to support commercial revitalization.

Freight movement plays a significant role in North Portland as well as the regional economy, with the St. Johns Bridge serving as an important link in the regional freight system. As a result, the bridge carries a significant amount of regional and local truck traffic that is routed through the town center along Ivanhoe and Lombard Streets, west of Philadelphia Avenue. The conflict between freight movement and other town center access and circulation needs is a long-standing issue within the community that needs to be reduced to the extent possible. To address this issue in advance of the *St. Johns Lombard Plan*, the Portland Office of Transportation completed the *St. Johns Truck Strategy* in 2000, which provides a package of near term improvements to reduce these conflicts. These improvements are specifically intended to discourage use of N. Fessenden Street as a truck route and reduce the barrier effect to other modes that trucks create moving along N. Ivanhoe, N. Lombard, and N. St Louis. The recommendations support implementation of the action in a manner that addresses community concerns about truck speeds. The long-term strategy is to remove the conflict by supporting existing policy in the *Regional Transportation Plan* to study the location of a new bridge crossing west of the St Johns Bridge.

All actions that propose specific capital improvement projects will be forwarded to the *Transportation System Plan* for placement on either the project list or reference list for funding. All capital improvement items will require additional engineering analysis and in some cases will also need to meet more specific traffic warrants before they can move forward to construction. All capital improvement actions will also include a public involvement process to ensure community input on project or program design decisions.



A conceptual idea for increasing the utility of the existing plaza calls for landscaping the parking lot adjacent to Philadelphia Street to match the plaza, and using it for special events. This may be done in conjunction with temporary closure of this section of Philadelphia.



Transportation Actions

#	TRANSPORTATION ACTIONS	TIMEFRAME					IMPLEMENTORS
		Adopt With Plan	On-going	Next 5 Years	6 to 10 Years	11 to 20 Years	
	LOMBARD MAIN STREET						
MS 1	Lombard, Woolsey to Oswego: optimize traffic signal timing and coordination, consider increase traffic signal cycle length.				◆		PDOT, ODOT
MS 2	Ida/ Lombard: consider modifying the eastbound-westbound left turn signal phasing to protected/permitted and construct a separate southbound left turn lane.				◆		PDOT, ODOT
MS 3	Support access management measures to increase on-street parking supply and improve safety by limiting the size and number of driveways through the building permit process, street improvements and redevelopment.		◆				PDOT, ODOT
MS 4	Support the improvement and extension of existing alleyways and access to off-street parking access via alleyways adjacent to Lombard.		◆				PDOT, BDS
MS 5	Support existing policy in the <i>Transportation System Plan</i> to shift the US 30 Bypass designation from Lombard to east of the St Johns Bridge to Lombard west of the bridge to Columbia Blvd.		◆				NA
MS 6	Support planned frequent bus improvements to the #75 bus line to improve service headways and stop amenities.			◆			TriMet, PDOT
MS 7	Add bus shelters with schedule information and lighting where warranted by stop activity.		◆				TriMet
MS 8	Evaluate the use of priority (limited stop) bus service during peak hours. Use the urban design concept (community corners and full main street sections) and pedestrian crossing improvements to prioritize locations.			◆			TriMet, PDOT, ODOT
MS 9	Evaluate the consolidation or relocation of existing transit stops. Use the urban design concept (community corners and full main street sections) and pedestrian crossing improvements to prioritize locations.			◆			TriMet, PDOT, ODOT
MS 10	Support the eventual transition to a streetcar-type transit system serving Lombard and St Johns through supporting land use redevelopment and community involvement.					◆	NA, BA, PDOT, ODOT, BOP
MS 11	Provide curb extensions at the following eight Lombard intersections (priorities): Newman/Huron, Fiske, Haven, Van Houten, Westanna, Gilbert, Burr, and Tyler. When placing curb extensions at transit stops, bus zones should be placed periodically within the sequence of transit stops to reduce impacts to traffic flow. Use design guidelines listed in Section 5B, Transportation Implementation Tools.			◆			PDOT, ODOT, NA, BA



#	TRANSPORTATION ACTIONS	TIMEFRAME					IMPLEMENTORS
		Adopt With Plan	On-going	Next 5 Years	6 to 10 Years	11 to 20 Years	
	LOMBARD MAIN STREET, continued						
MS 12	Evaluate the future potential for adding curb extensions at the following Lombard main street intersections: Hodge and Stanford.				◆		NA, BA, PDOT, ODOT
MS 13	Consider pedestrian refuge islands at the following Lombard intersections: Huron, Westanna and Gilbert.			◆			NA, BA, PDOT, ODOT
MS 14	Provide pedestrian-scale ornamental street lighting between Fiske and Portsmouth and at community corners.				◆		PDOT
MS 15	Provide curb ramps at all corners where they are currently missing.		◆				PDOT, ODOT
MS 16	Provide bicycle lanes on Lombard from approximately Van Houton to Ida.			◆			PDOT, ODOT
MS 17	Develop a parallel bicycle boulevard on Oberlin between Portsmouth and Woolsey. Consider extending bicycle lanes from Portsmouth to Woolsey if redevelopment from an auto-oriented to more transit- and pedestrian-oriented environment eliminates the need for the center turn lane.			◆			PDOT
MS 18	Evaluate how to implement the city bikeway designation for Lombard and complete the connection to the regional bikeway system east of Woolsey.				◆		PDOT
MS 19	Until the Freight Master Plan is adopted, accommodate over-dimensional freight needs in design of improvements to Lombard, including height requirements, curb-to-curb dimensions, planting plans, median locations, light fixture placement, street signs and turning radius as part of the engineering process.		◆				PDOT
	ST JOHNS TOWN CENTER						
TC 1	Richmond/ Ivanhoe: add full traffic signal.			◆			PDOT, ODOT
TC 2	Coordinate traffic signals between Lombard/Richmond and Philadelphia/Ivanhoe.				◆		PDOT, ODOT
TC 3	Richmond, Ivanhoe to Lombard: consider an additional northbound travel lane within existing right-of-way to improve capacity.				◆		PDOT, ODOT
TC 4	Baltimore/ Ivanhoe: evaluate upgrading the existing traffic signal to improve traffic access and circulation from the riverfront.				◆		PDOT
TC 5	Lombard/Richmond/Jersey: consider shifting the traffic island to the north to improve sight lines and slow entering traffic while encouraging shoppers into the district.			◆			PDOT, ODOT



#	TRANSPORTATION ACTIONS	TIMEFRAME					IMPLEMENTORS
		Adopt With Plan	On-going	Next 5 Years	6 to 10 Years	11 to 20 Years	
	ST JOHNS TOWN CENTER, continued						
TC 6	Truck access to the St Johns Bridge - short term: support implementation of the entire <i>St Johns Truck Strategy</i> . The improvements should control vehicle speeds consistent with the posted speed limit and ensure adequate signage to control trucks near Reno/Lombard pedestrian crossing. Evaluate potential for special surface treatments and signage to direct freight traffic to appropriate routes. Ensure the completion of the St Johns Truck Strategy projects to improve freight capacity (TCI 1 and 2 and improvements to the Burgard Bridge) on the designated Lombard/Burgard/Columbia Blvd freight route to handle volume and physical loads before implementing traffic calming and safety elements (TC/S 2 and 3) of the St Johns Truck Strategy.			◆			PDOT, NA, BA
TC 7	Truck access to the St Johns Bridge - long term: support existing <i>Transportation System Plan</i> and <i>Regional Transportation Plan</i> policy to study the location of a new bridge crossing west of the St Johns Bridge.			◆			NA, BA, PDOT
TC 8	Evaluate on-street parking regulations to maximize supply within the commercial core area.				◆		PDOT
TC 9	Amend the <i>Transportation System Plan</i> and implement the master street plan for new street and pedestrian/ bicycle connections within the town center as redevelopment occurs.	◆					PDOT
TC 10	Provide 4-way stop control at the intersection of Willamette/Richmond to improve safety.			◆			PDOT
TC 11	Provide bus shelters with schedule information and lighting where warranted by stop activity.		◆				TriMet
TC 12	Develop a transit routing plan for the town center core to concentrate and simplify access to the bus lines that serve the town center.			◆			TriMet, PDOT
TC 13	Encourage improved transit service between the town center and downtown Portland by increasing express service, adding weekend service, and expanding hours and frequency on routes 16, 17, and 40.			◆			NA, BA, TriMet
TC 14	Provide curb extensions at the following town center priority intersections along Ivanhoe: Richmond, John (or Charleston), and New York; and at St. Louis/Central (consider a refuge island). When placing curb extensions at transit stops, bus zones should be placed periodically within the sequence of transit stops to reduce impacts to traffic flow. Use the design guidelines listed in Section 5B, Transportation Implementation Tools.			◆			PDOT, ODOT, NA, BA



#	TRANSPORTATION ACTIONS	TIMEFRAME					IMPLEMENTORS
		Adopt With Plan	On-going	Next 5 Years	6 to 10 Years	11 to 20 Years	
	ST JOHNS TOWN CENTER, continued						
TC 15	Evaluate the potential for curb extensions at the following town center intersections: Ivanhoe/Charleston (or John), Ivanhoe/Chicago, Richmond/Willamette, and Charleston between James John School and the library. Also evaluate Lombard/Charleston if TC5 is implemented. Evaluate curb extensions at Lombard/John and Lombard/Leavitt, if they are not placed at transit stops and there is no resulting on-street parking loss. Consider a raised crosswalk on Charleston Street between the school and the library. When placing curb extensions at transit stops, bus zones should be placed periodically within the sequence of transit stops to reduce impacts to traffic flow. Use the design guidelines listed in Section B, Transportation Implementation Tools.				◆		NA, BA, PDOT, ODOT
TC 16	Evaluate the potential for improving pedestrian crossings at Philadelphia/Ivanhoe as part of any intersection improvements, particularly across Philadelphia west of Ivanhoe. Provide an improved, direct pedestrian connection from the plaza to the Philadelphia/Ivanhoe intersection as part of any intersection redesign work (coordinate with HR5).			◆			PDOT, ODOT
TC 17	Provide pedestrian-scale ornamental street lighting on Lombard and Ivanhoe between Richmond and St. Louis.				◆		PDOT, ODOT
TC 18	Provide curb ramps at all corners where they are currently missing.		◆				PDOT, ODOT
TC 19	Develop and implement a bicycle boulevard project on Central from Ida to St. Louis and on Jersey from Ida to Richmond.			◆			PDOT
TC 20	Include bicycle access at Richmond/ Lombard/ Jersey when intersection is redesigned (TC 5) to provide safe connection from Jersey to Lombard into downtown St. Johns.			◆			PDOT, ODOT
TC 21	Support extension of existing bicycle lanes on Willamette, west of Ida.				◆		PDOT
	HILLSIDE AND RIVERFRONT						
HR 1	Signalize Richmond/Ivanhoe and Baltimore/Ivanhoe (TC 1 & 4), and improve Richmond, Crawford and Baltimore to City standards for drainage and sidewalks as development occurs.		◆				PDOT, BES
HR 2	Policy: Reclassify the collector roadway streets (Richmond, Crawford and Baltimore) as neighborhood collectors in the <i>Transportation System Plan</i> .			◆			PDOT



#	TRANSPORTATION ACTIONS	TIMEFRAME					IMPLEMENTORS
		Adopt With Plan	On-going	Next 5 Years	6 to 10 Years	11 to 20 Years	
	HILLSIDE AND RIVERFRONT, continued						
HR 3	Amend the <i>Transportation System Plan</i> to implement the master street plan as redevelopment occurs for unimproved streets between Princeton and Crawford, and between Burlington and Richmond.	◆					PDOT
HR 4	Encourage TriMet to provide service to the riverfront area along Richmond, Crawford, and Baltimore when redevelopment activity warrants extension of existing lines.					◆	PDOT, FOCP, SJNA, TriMet
HR 5	Develop special streetscape design treatments along either Burlington and/or Philadelphia streets to create a strong pedestrian connection between downtown St. Johns and the riverfront. Consider pedestrian enhancements on Philadelphia, Pittsburg, and John to provide additional connections to the riverfront.					◆	PDOT
HR 6	Consider using local improvement districts to facilitate street infrastructure development.					◆	PDOT



Policy 4: Economic Development

Build vital commercial areas in St. Johns and on Lombard Street by strengthening existing businesses, attracting new businesses that foster a positive identity for the areas, and encouraging housing to support retail and other community amenities.

Discussion

During the growth years of the 1990s, the St. Johns town center and Lombard main street areas did not experience as much development and growth in the neighborhood and specialty retail sector as some other parts of inner Portland. Many in the community desire a more diverse choice in goods and services in the area, with higher quality offerings in addition to everyday goods. Factors that may contribute to the lack of retail development include a relatively small primary market area population, moderate income levels, and a relatively isolated geographic location.

An essential part of enhancing the viability of retail sales and service activities in the area is to foster additional housing. A complementary strategy is to create a stronger sense of place and positive identity through strategic investments in the public right-of-way, coupled with quality private development. Actions that promote additional housing, implement design standards, and improve the safety, efficiency, and appearance of transportation system facilities are addressed in Policies 1 – 3.

Policy 4 addresses the additional economic development assistance that is necessary to create meaningful change in the near term. Specific actions in this section call for exploration and implementation of alternative funding sources to help facilitate development that will provide additional housing, jobs, and services in the areas. Throughout the plan area, economic development tools and alternative funding may bridge financing gaps in certain types of development.

Actions also include City involvement in the redevelopment of key properties in the St. Johns town center and Lombard main street. Redevelopment of key opportunity sites in downtown St. Johns could be a catalyst for broader change. In the riverfront area, the lack of complete street infrastructure, ownership patterns, environmental issues, and access constraints suggest the need for strategic public participation to achieve the plan vision and goals.

Additional actions call for public and private actions to attract key developments and activities that will make the areas a destination for visitors.



Economic Development Actions

#	ECONOMIC DEVELOPMENT ACTIONS	TIMEFRAME					IMPLEMENTORS
		Adopt With Plan	On-going	Next 5 Years	6 to 10 Years	11 to 20 Years	
	DESTINATION AND MARKETING						
ED 1	Work to develop a community market or farmers' market in the St. Johns town center.		◆				NA, BA, BOP
ED 2	Organize a volunteer committee to study and recruit grocery stores, restaurants, and other desirable businesses currently lacking in the business districts.			◆			NA, BA
ED 3	Pursue business development activities, including retailing and marketing seminars.			◆			BA, PDC
ED 4	Create a shared parking program utilizing existing surface parking lots for use by local business customers.			◆			SJB, PO
	FUNDING PROGRAMS						
ED 5	Pursue funding for continuing storefront improvement grants and loans.		◆				NA, BA, PDC
ED 6	Consider applying the transit-oriented development (TOD) property tax abatement for developments that foster benefits as specified in the TOD program.		◆				BOP, OMF, NA, BA
ED 7	Explore alternative financing sources, including possibility of designation as an urban renewal district, to assist in development.		◆				PDC, BOP, OMF, NA, BA
	OPPORTUNITY SITES						
ED 8	Work with property owners on a long-term strategy for redevelopment of riverfront area sites south of the St. Johns bridge (known as the Crawford Street properties), including recreation, housing, and commercial uses.				◆		BOP, PDC, PO
ED 9	Work with the property owner on a strategy for redevelopment of the "old" Safeway site at Burlington and Kellogg.			◆			PDC, PO, NA, BA
ED 10	Consider vacant publicly owned property on Lombard in St. Johns for future development opportunity, or for use as a public facility that supports the business district.			◆			PDC, Parks, OMF
ED 11	Explore city participation in redevelopment of key opportunity sites in the St. Johns town center to facilitate development.			◆			Parks, PDC, OMF, BOP
ED 12	Explore city participation in redevelopment of key large opportunity sites in the full main street area on Lombard.			◆			PDC, OMF, BOP



Policy 5: Housing

Provide for a broad range of well-designed and compatible housing to accommodate local and regional housing needs, and to support development of vital town center and main street commercial areas.

Discussion

The following actions are intended to help foster a range of well-designed housing choices to serve current and future residents in the St. Johns town center and Lombard main street areas. The actions will encourage residential development at density levels that are appropriate for town center and main street areas and support economic development, without overburdening the area's systems and services.

Housing action items specifically call for:

- Supporting neighborhood stability by reducing the potential for major redevelopment in formerly RH-designated residential areas near the town center;
- Fostering additional housing development on key sites in downtown St. Johns and the Lombard main street by providing incentives for new residential and mixed-use development;
- Facilitating additional housing and mixed-use development by creating plan district regulations that allow residential development in the Willamette Riverfront area through use of the EX zone;
- Fostering neighborhood growth through infill development by allowing marginal increases in allowed density; and
- Supporting residential development by conducting studies and working with property owners on key sites, and investigating alternative funding sources for housing development.



Housing Actions

#	HOUSING ACTIONS	TIMEFRAME					IMPLEMENTORS
		Adopt With Plan	On-going	Next 5 Years	6 to 10 Years	11 to 20 Years	
	MARKETING AND FUNDING						
H 1	Work with developers, including local community development corporations, to develop housing and mixed-use projects that serve community needs and foster viability of commercial areas.		◆				NA, BA
H 2	Provide information on funding sources to assist in development of housing to support town center and main street areas.		◆				BHCD, PDC, OMF
	REGULATIONS						
H 3	Update the <i>Comprehensive Plan</i> map and zoning map to provide for new housing opportunities by using a combination of R1 and R2 multidwelling designations, and the R 2.5 attached residential designation in selected areas.	◆					BOP
H 4	Apply a main street overlay zone and plan district to allow increased height and building coverage for residential development on key commercial sites.	◆					BOP
H 5	Use Central Employment (EX) <i>Comprehensive Plan</i> map and zoning designations in select town center areas near the Willamette River to allow residential uses.	◆					BOP



Policy 6: Environment

Promote the development of a built environment that fosters ecological quality and uses sustainable development practices.

Discussion

The North Portland peninsula is commonly referred to as the “Gateway to Nature.” The *St. Johns/Lombard Plan* builds upon this ideal by promoting sustainable development practices and ecological stewardship. The protection and enhancement of the city’s unique ecological resources can be addressed in a number of ways. Natural areas with habitat value can be preserved and restored, creative stormwater management techniques can be employed, native landscaping can be incorporated into the urban forest, and buildings can be constructed and renovated to use recycled materials and to reduce energy inputs and usage of potable water.

An example of sustainable development can be found in the design and operation of the Bureau of Environmental Services’ (BES) Water Pollution Control Lab. This facility is designed to reduce energy usage and incorporates a unique stormwater management system that is efficient and aesthetically pleasing. Through this plan BES desires to see sustainable development practices expanded throughout the St. Johns area. Specifically, BES would like to reduce reliance on existing regional stormwater ponds and facilities as St. Johns grows by utilizing “on-site” stormwater management techniques (such as those contained in the *Stormwater Management Manual*) and by implementing “green street” design concepts when access ways are constructed and redeveloped.

The *St. Johns/Lombard Plan* further promotes sustainability and ecological stewardship through actions that promote sustainable development practices as part of public and private development projects, preservation of habitat areas, and the promotion of environmental educational and stewardship. Specifically, the actions proposed pursue:

- The incorporation of green street standards when new streets or new street segments are developed. The green street standards promoted will be those developed by the Bureau of Environmental Services and Portland Office of Transportation addressing the green street goal of the *Metro 2040 Growth Concept* and the *Regional Transportation Plan*.
- The incorporation of green development practices, such as Leadership in Environmental and Energy Design (LEED) standards and LEED certification, for the development of new buildings by the public and private sectors on the North Portland peninsula. Bureaus involved in the promotion, funding, planning, and review of new buildings will work with architects, landscape architects, engineers, and developers to promote the incorporation of green development practices in the redevelopment of existing buildings and in the development of new structures.
- The establishment of habitat enhancement and restoration projects to preserve tracts of remnant native vegetation along the river’s edge. Such projects will help to preserve and expand habitat for wildlife in the area, will improve the general environmental and aesthetic quality of the riverfront, and will improve the livability of residents, workers, and visitors of the riverfront.



- Expand public open space areas within the city and support efforts to improve existing public open space by placing the “open space” designation on publicly owned land set aside for future park development.
- Public outreach and education programs designed to involve the public in efforts conducted by the Bureau of Environmental Services (BES) and her sister bureaus to promote environmental stewardship throughout the community. Efforts may address landscaping with native plants, downspout disconnecting, and watershed enhancement efforts.



A present-day view of the hillside area northwest of the St. Johns Bridge.



Environment Actions

#	ENVIRONMENT ACTIONS	TIMEFRAME					IMPLEMENTORS
		Adopt With Plan	On- going	Next 5 Years	6 to 10 Years	11 to 20 Years	
	SUSTAINABILITY AND ENHANCEMENT						
EV 1	Consider “green” and environmentally sustainable alternatives to PDOT street standards on Pittsburg, Leavitt, Salem, and Charleston rights-of-way in Cathedral Park.		◆				PDOT, BES
EV 2	Work with developers to promote green building techniques and to address LEED (Leadership in Environmental and Energy Design) standards and demonstration projects.			◆			OSD, PDC, BES, BDS, BOP
EV 3	Pursue vegetation enhancement and restoration projects along the greenway, especially within the greenway area, to increase habitat, and improve the general environmental and aesthetic quality of the river’s edge.			◆			Parks, BES, BOP
EV 4	Pursue greenway trail improvements to improve greenway circulation and to promote multimodal transportation along the North Portland Peninsula.			◆			Parks, PDOT
	EDUCATION						
EV 5	Take advantage of the presence of the facilities at BES’ Water Pollution Control Lab to incorporate public education programs about stormwater management and naturescaping.		◆				BES, NA
EV 6	Pursue stewardship programs with local industries, businesses and homeowners to encourage pollution prevention and on-site stormwater management, such as porous pavement in spillover parking and sidewalks, cisterns for water reuse, stormwater planters, ecoroofs and downspout disconnection.		◆				BES, BA, PO, NA
	REGULATIONS						
EV 7	Place the OS designation and zone on Willamette Cove property currently in IG designation.	◆					BOP
EV 8	Assess the resource value of the Edison Street forest for appropriate zoning overlay designations as part of future river and environmental planning projects.			◆			BOP, BES



Policy 7: Willamette Riverfront

Develop the Willamette Riverfront as an active mixed-use area containing housing and opportunities for local employment, supported by community oriented retail services and a network of open space areas including an expanded greenway trail and other public amenities.

Discussion

St. Johns is distinctive in the City of Portland in that it is one of the few communities that has direct access to the Willamette River. Because the riverfront area is within walking distance of downtown St. Johns, it is considered a significant element of the town center and an area where numerous opportunities exist for additional housing, employment, and recreational development. This area is also unique in that it contains two large publicly owned recreational facilities and significant tracts of riverfront native vegetation and river beach areas.

Although the St. Johns riverfront contains a mix of uses complemented by sections of public trails and recreational facilities, as well as commanding views of the Willamette River, the St. Johns Bridge, and Forest Park, the full potential of this area has yet to be realized. The *St. Johns/Lombard Plan*, through the following actions, seeks to encourage redevelopment through public and private investment throughout the riverfront area in an effort to maximize the potential of this area and its ability to contribute to the larger town center. Specifically, the actions encourage:

- Expansion of the Willamette greenway trail from Cathedral Park to Willamette Cove with eventual connections extending to the University of Portland, Swan Island, and the Eastbank Esplanade.
- Development of a greenway buffer extending at least 100 feet from the river that includes restored or enhanced habitat areas, bicycle and pedestrian trails, viewpoints, and other public amenities.
- Future evolution of the riverfront south of the St. Johns Bridge to an area with a mix of uses that celebrate the unique qualities and attributes of the riverfront and reinforce the public enjoyment and investment in the Willamette greenway.

The plan also proposes the rezoning of Willamette Cove to an open space land use designation. This is proposed as an initial step in its transition into a more established public riverfront park.

The plan further proposes the retention of industrial and employment-based zoning designations along specific sections of the riverfront in an effort to preserve the industrial sanctuary located north of the St. Johns Bridge. However, the plan directs additional analysis of this industrial area as part of Portland's "River Renaissance" planning effort. That effort will determine if this area is better suited to other uses, especially when other riverfront areas are considered and as the St. Johns riverfront evolves.



A present-day view of the Willamette riverfront area southeast of the St. Johns Bridge. The Water Pollution Control Laboratory is in the foreground.





Willamette Riverfront Actions

#	WILLAMETTE RIVERFRONT ACTIONS	TIMEFRAME					IMPLEMENTORS
		Adopt With Plan	On- going	Next 5 Years	6 to 10 Years	11 to 20 Years	
	REGULATIONS						
WR 1	Place the Open Space (OS) designation and zone on the publicly owned Willamette Cove properties.	◆					BOP
WR 2	Create design guidance and character statements for the Central Employment (EX) designated properties south of St. Johns Bridge to ensure that redevelopment projects along the river are attractive and of a compatible design quality.	◆					BOP
	FUTURE PLANNING						
WR 3	Reevaluate uses, river setbacks, and greenway treatments on Mixed Employment (ME) designated properties between the St. Johns Bridge and Richmond Avenue as part of Willamette River planning.			◆			BOP
WR 4	Reevaluate uses, river setbacks, and greenway treatments on industrial sanctuary and Mixed Employment (ME) designated properties north of the St. Johns Bridge as part of ongoing Willamette River planning.			◆			BOP
WR 5	Evaluate and develop restoration and enhancement options for riparian and upland vegetation along river's edge.			◆			BES
WR 6	Evaluate applying Recreation Trail designation to Decatur Street rather than Edison Street north and west of Baltimore Street as part of river and greenway planning.			◆			BOP, Parks, NA
	RIVERFRONT DEVELOPMENT						
WR 7	Pursue a focal point feature or public attractor, and enhanced street terminus at the end of Burlington Avenue at the riverfront.			◆			FOCP, BOP, PDOT
WR 8	Work with property owners along the riverbank to explore opportunities to develop missing segments of the Willamette greenway trail and create other public gathering spaces at river's edge.		◆				BOP, BES, PO
WR 9	Pursue funding sources to create additional public open space areas along the riverbank and expanded riverfront recreational opportunities.		◆				BOP, PDC, Parks, OMF



Policy 8: Community Involvement and Services

Support and enhance the St. Johns town center and Lombard main street with a mix of public and private community services. Continue the high level of community involvement in project and program activities recommended in this plan.

Discussion

Much community discussion centered on ways to revitalize Lombard Street and downtown St. Johns. The planning process brought together residents and businesspeople in this discussion. The work of these groups should continue and focus on specific actions to improve the commercial areas and civic functions.

Further community discussion was directed at establishing new recreational services and making better use of existing facilities. The city should examine the area's future need for recreation facilities and services, as well as the most appropriate locations for them.

Public safety is a key component to creation of a sustainable town center and main street. The plan area is currently well served by police, fire and emergency services. These essential public services should be maintained or enhanced as the area grows and changes. Additionally, public safety may be enhanced as the area changes through more "eyes on the street" and an enhanced sense of community.

Another significant goal of the plan is to provide a framework for coordinating planning efforts of community organizations and city bureaus. Establishment of a district planner position for North Portland will ensure continuation of this role after the *St. Johns/Lombard Plan* is adopted.



Community Involvement and Service Actions

#	COMMUNITY INVOLVEMENT AND SERVICE ACTIONS	TIMEFRAME					IMPLEMENTORS
		Adopt With Plan	On-going	Next 5 Years	6 to 10 Years	11 to 20 Years	
	FACILITIES						
CS 1	Consider locations for an aquatic center in and near the St. Johns/Lombard plan area to serve the peninsula.			◆			Parks, NA, BA
CS 2	Conduct a use and redevelopment feasibility study of the St. Johns Racquet Center.			◆			Parks, BOP, PDC, SJNA, SJB
CS 3	Coordinate with Portland Public Schools (PPS) on use of James John School grounds for future community events, such as a fair or farmers' market.			◆			PPS, SJNA, BA
CS 4	Continue to provide adequate levels of public safety by maintaining police and fire stations in or near the plan area.			◆			Police, Fire, OMF
CS 5	Continue to provide community garden space in the St. Johns area at the current location. Should a future development proposal compel relocation, work with garden users, interested parties, and the community on selecting an appropriate replacement site in the area.		◆				Parks, NA
CS 6	Consider the need for an additional boat launch when conducting an evaluation of future recreation needs in the town center.				◆		Parks
	COMMUNITY INVOLVEMENT						
CS 7	Create a district liaison position for North Portland to assist in coordinating planning projects and city bureau activities.		◆				BOP
CS 8	Form a group of neighborhood residents and local businesspeople to develop strategies for community reinvestment, using the <i>St. Johns/Lombard Plan</i> as a framework.			◆			NA, BA





5. Implementation Tools and Guidance

A. Comprehensive Plan Map

This section contains the updates to the *Comprehensive Plan* map for the St. Johns/Lombard plan area. For reference, the former *Comprehensive Plan* map is shown, along with the adopted *Comprehensive Plan* map.

B. Transportation Implementation Tools

This section contains *St. Johns/Lombard Plan* transportation maps that detail locations of future desired streets, and includes discussion that provides additional guidance for other public-right-of-way improvements.

C. Community Design Guideline Amendments

This section contains updates to the *Community Design Guidelines* for the St. Johns plan district. Desired design character statements are proposed for guidance when development is subject to a quasi-judicial design review process.

D. Zoning Map and Code Amendments

This section contains the updates to the zoning map for the *St. Johns/Lombard Plan* area. The zoning map is followed by amendments to the *Zoning Code*. Code commentary is included along with code language to describe legislative intent.





5A. Comprehensive Plan Map

- *Comprehensive Plan Map*
- *Areas of Change to Previous Comprehensive Plan Map*

The St. Johns/Lombard *Comprehensive Plan* map (p. 79) is the refinement of the urban development concept into *Comprehensive Plan* designations. The adopted *Comprehensive Plan* map for the St. Johns/Lombard area is a component of the citywide *Comprehensive Plan* map. The map on page 81 shows the previous *Comprehensive Plan* map and the areas changed by the St. Johns/Lombard Plan.

The Portland *Comprehensive Plan* map guides land use and development patterns. It specifies, by site, where various land uses can be located in the future. The *Comprehensive Plan* map designations both protect community livability and provide certainty for those wishing to develop or redevelop their land. The designations are tied to policy statements in the *Comprehensive Plan*.

Each *Comprehensive Plan* map designation corresponds with one or more “zones,” which are defined in *Title 33: Planning and Zoning Code*. Zoning is a tool that helps implement the *Comprehensive Plan* map. The zoning code contains regulations that specify the permitted development type, scale, and density on a given site. Zones include provisions that regulate the use of land and some aspects of design. Like the *Comprehensive Plan* map, there is also a zoning map that specifies which zone is applied to every site within the city. The *Comprehensive Plan* map is “superior” to the zoning map, meaning the zoning map should not allow development that is more intensive or different than that allowed by *Comprehensive Plan* map designations.

In addition to the “base” *Comprehensive Plan* map and zoning designations, sites may have further regulations through the application of “overlay” zones or plan districts. These regulations supersede the “base” designations, and may be more or less restrictive than the base designation. Overlay zones apply to specific circumstances rather than specific areas of the city and may deal with issues like design review, buffers, scenic resources, and environmentally sensitive areas. In contrast, a plan district is created and applied in only one area of the city to address unique characteristics and development issues. The *St. Johns/Lombard Plan* uses overlay zones as well as a plan district to implement the community’s vision for the area.

The zoning map, and plan district and overlay zoning codes for the *St. John/Lombard Plan* are located in the section 5D, titled “Zoning Map and Code Amendments.”



Comprehensive Plan Map Designations

Residential Designations

High Density Single-Dwelling. This designation continues Portland's most common pattern of single-dwelling development. It is intended for areas with good public services and no development constraints. Single-dwelling residential is intended to be the primary use. The maximum density is generally 8.7 units per acre and the corresponding zone is R5.

Attached Residential. This designation is intended for areas with complete public services and without development constraints. It allows a mixture of housing types of a single-dwelling character, including attached houses. Allowed densities for attached houses are higher than for detached housing. The maximum density is generally 17.4 units per acre for attached housing. To allow the fulfillment of these densities, the allowed scale of these projects should be allowed to be greater than for other single-dwelling housing structure types. The corresponding zone is R2.5.

Low Density Multidwelling. This designation continues a common development pattern for low-density multidwelling mixed with single-dwelling housing types. It is intended for areas with good public services and no development constraints. It may be used on larger development sites, or on smaller sites near arterials, transit service, or commercial areas. The maximum density is generally 21.8 units per acre, but may go up to 32 units per acre in some situations. The allowed scale of the development is greater than for single-dwelling housing. The corresponding zone is R2.

Medium Density Multidwelling. This designation continues a common development pattern for medium density apartments. It is intended for areas with good public services, including transit, and no development constraints. It may be used for lands near arterials, transit streets, or commercial areas. The maximum density is generally 43 units per acre, but may go up to 65 units per acre in some situations. The scale of development is intended to reflect the allowed densities while being compatible with nearby single-dwelling areas. The corresponding zone is R1.

Commercial Designations

Neighborhood Commercial. This designation is intended to allow neighborhood-oriented commercial uses in and adjacent to residential areas. In more densely developed neighborhoods, development should be oriented to pedestrians. In less densely developed neighborhoods, development may be more auto-oriented. In both cases, the allowed intensity of development is low to maintain compatibility with the residential areas, and development is oriented to pedestrians, bicycles, and transit where high quality transit service is available. The corresponding zones are Neighborhood Commercial 1 (CN1) and Neighborhood Commercial 2 (CN2).

Urban Commercial. This designation is intended for more developed parts of the city near relatively dense residential areas. A full range of retail, service, and business uses are allowed serving a local and a larger market area. It is intended primarily for areas that are served by transit. Development should have a strong orientation to pedestrians. It is also intended to allow commercial development in some



areas while maintaining housing opportunities. The corresponding zones are Mixed Commercial/Residential (CM) and Storefront Commercial (CS).

General Commercial. This designation allows a full range of commercial uses having a local or regional market. Development will mostly have an auto-orientation, but along streets where high quality transit service is available, development will also be oriented to pedestrians, bicycles, and transit. It is intended for arterial streets and to be used for developing areas and for larger, older areas that already have an auto-oriented development style. The corresponding zone is General Commercial (CG).

Employment and Industrial Designations

Central Employment. This designation is intended to provide for mixed-use areas in an overall industrial-type setting. The designation is intended for very developed parts of the city which have the highest levels of public services. It allows a full range of industrial and commercial uses. Residential uses are allowed but should be compatible with the surrounding nonresidential development. The intensity of development will be higher than in other employment designations and most commercial designations. The corresponding zone is EX. The design overlay zone will be applied in conjunction with the EX zone.

Mixed Employment. This designation is intended for areas where a wide variety of employment opportunities are encouraged in an industrial-type setting. Industrial uses are allowed with few limitations. Commercial uses are allowed, but are limited in intensity as not to overburden public services and to maintain adequate industrial development opportunities. Residential development is restricted to prevent conflicts with the other uses. The corresponding zones are General Employment 1 (EG1) and General Employment 2 (EG2).

Industrial Sanctuary. This designation is intended for areas where City policy is to reserve land for existing and future industrial development. A full range of industrial uses are permitted and encouraged. Nonindustrial uses are limited to prevent land use conflicts and to preserve land for industry. The corresponding zones are General Industrial 1 (IG1), General Industrial 2 (IG2), and Heavy Industrial (IH).

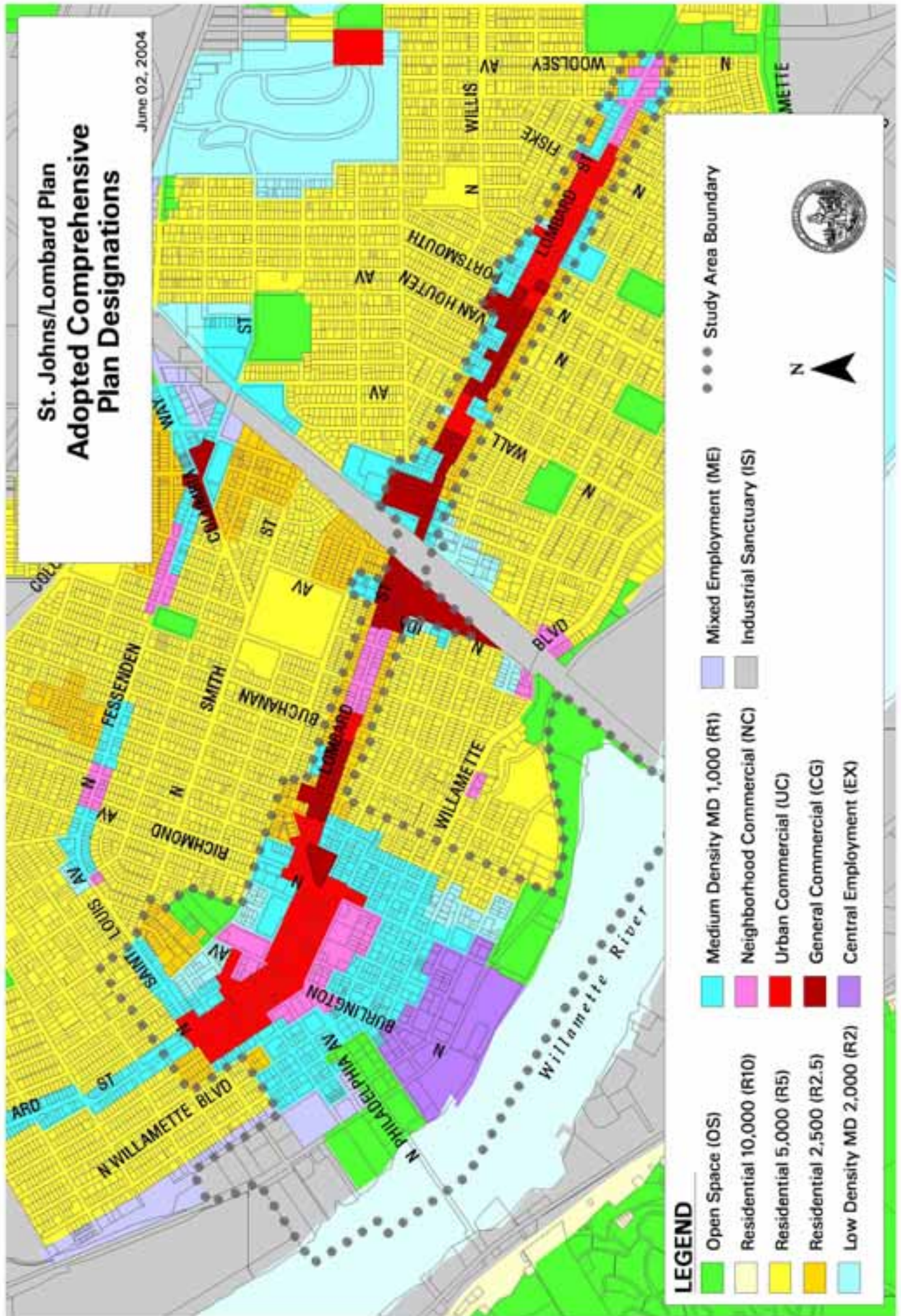
Other Designations

Open Space. This designation is intended for lands that serve an open space function, primarily public lands, but also some private areas. Lands intended for open space designation include parks, natural areas, golf courses, and cemeteries. The corresponding zone is OS.



St. Johns/Lombard Plan Adopted Comprehensive Plan Designations

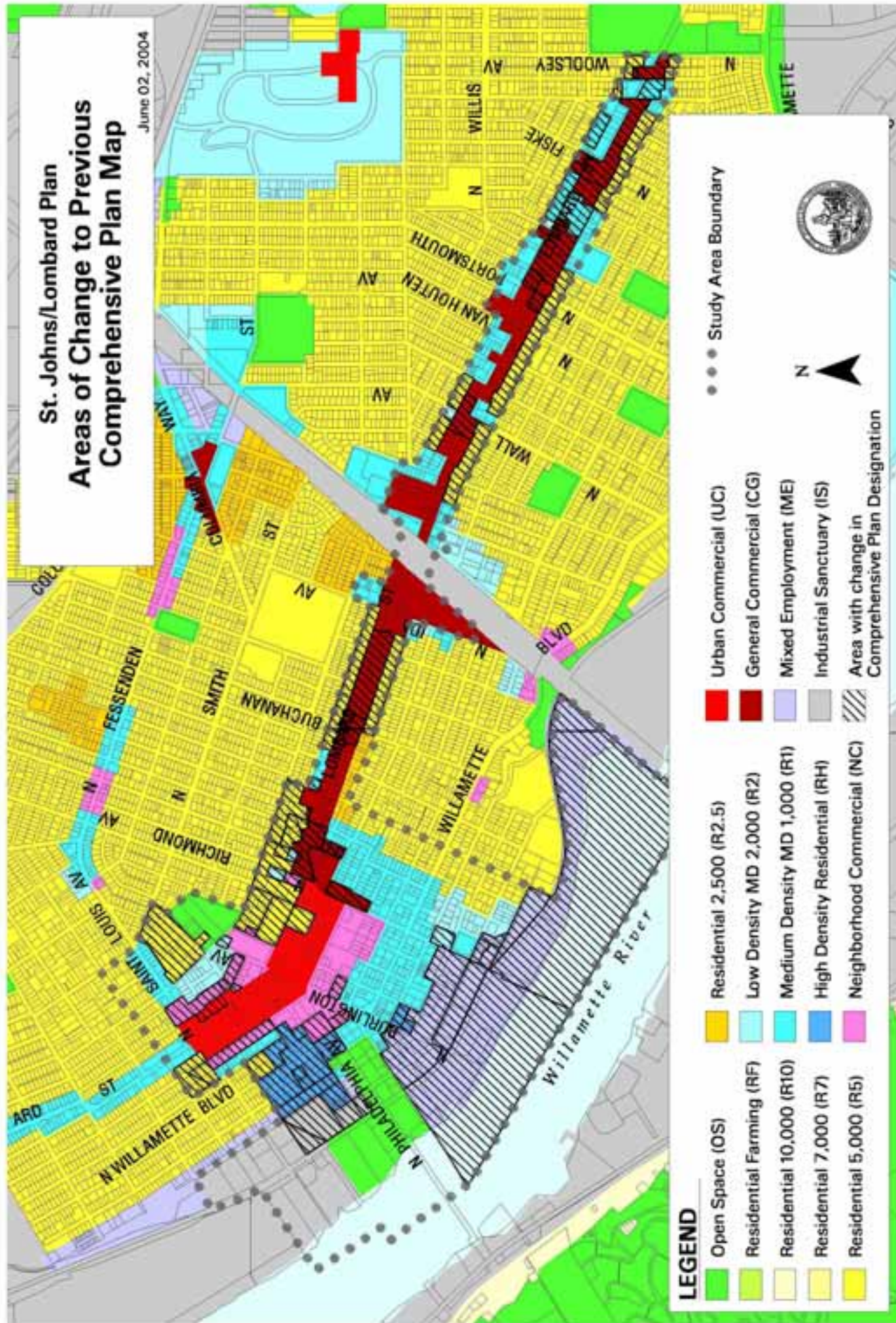
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St. Johns/Lombard Plan Areas of Change to Previous Comprehensive Plan Map

June 02, 2004







5B. Transportation Implementation Tools

St. Johns Town Center Master Street Plan

The master street plan is intended to provide a well-connected street network within the town center to support redevelopment and multimodal access between the riverfront and town center core. The plan extends the basic grid pattern in areas where there are currently a number of unimproved public rights-of-way and large superblocks that create barriers to multimodal circulation. It also establishes Richmond, Crawford and Baltimore Streets as the main collector routes to and from the riverfront area.

Local streets designated as “primary” are intended to be designed and serve all modes, while those designated as “secondary” may be designed for bicycle and pedestrian use only. The plan also promotes the use of enhanced “green” techniques to manage stormwater. The final design of all streets is subject to approval of the City Engineer.

The master street plan is intended to be implemented as adjacent properties undergo significant redevelopment, such as through zone changes, subdivisions, or new construction. Design width and alignment of all new secondary streets shall be determined during the development review process and will take into account urban design considerations of adjacent development and respect, but not necessarily replicate, dimensions of the existing street network. Where secondary streets do not provide for vehicle access, the street should have adequate width to provide for comfortable pedestrian space. New street connections on Richmond street alignment should be grade separated to ensure public safety across the rail line, subject to ODOT railroad department approval.





Intersection Capacity Improvements

Analysis done as part of the plan development process indicates that most signalized intersections within the plan area will continue to meet City and regional standards for performance within the 20 year planning horizon. However, a few intersections were identified for improvement to ensure safe and efficient traffic flow. In order to preserve the desired scale of the street network, where possible, these improvements focus on optimizing the signal system in order to improve efficiency, instead of removing on-street parking and acquiring additional right-of-way.

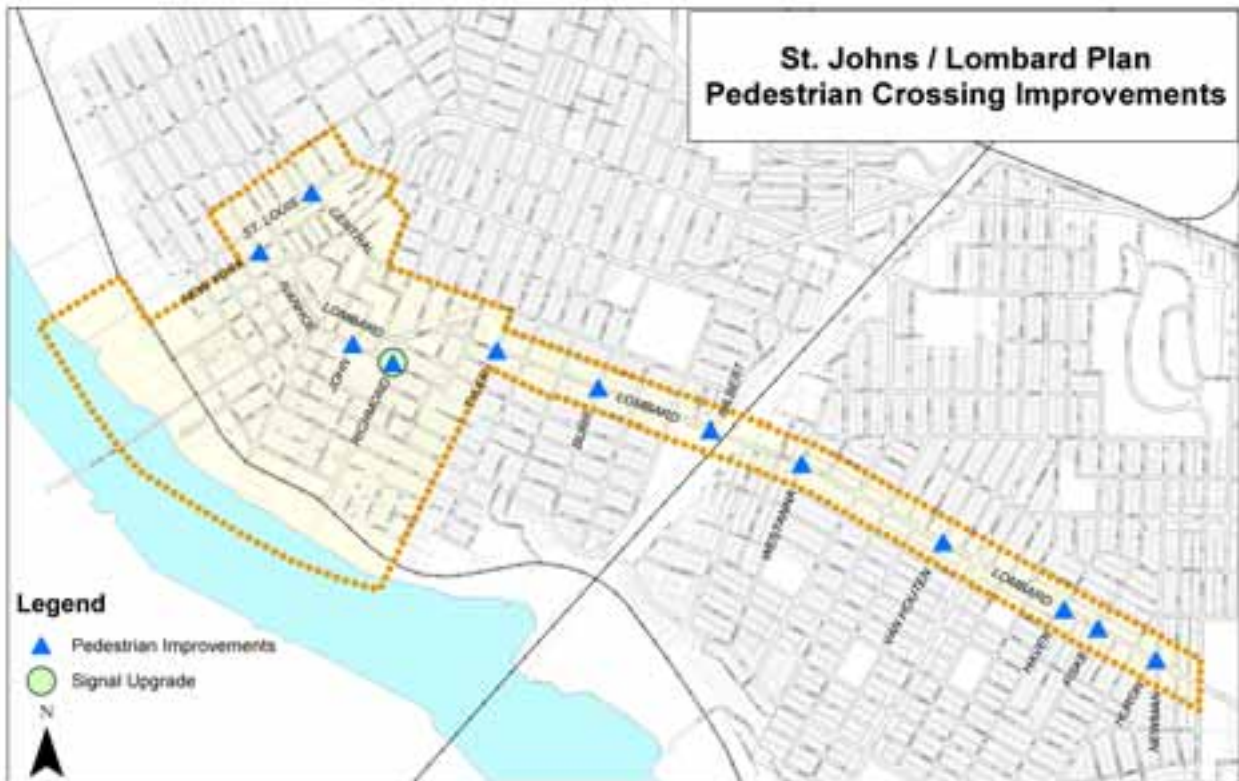
Freight System

The St. Johns Bridge carries a significant amount of regional and local truck traffic that is routed through the town center along Ivanhoe, west of Philadelphia. The street network and connections to the regional freight system also encourage cut-through traffic on Fessenden Street instead of the designated freight route on Columbia Boulevard. The conflicts this freight movement creates with the access and circulation needs of the town center has been a long-standing issue within the community. To address this issue in advance of the *St. Johns Lombard Plan*, the Portland Office of Transportation completed the *St. Johns Truck Strategy* in 2000, which provides a package of near term improvements to reduce these conflicts. These improvements are specifically intended to discourage use of Fessenden as a truck route and reduce the barrier effect to other modes that trucks create moving along Ivanhoe and St. Louis. Improvements to the section of the freight route through the town center, between the St Johns Bridge and Lombard west, should be designed to ensure truck speeds are kept within the posted speed limit. The long-term strategy is to support existing policy in the *Regional Transportation Plan* to study the location of a new bridge crossing west of the St. Johns Bridge.

Pedestrian Crossing Improvements

Creating a stronger pedestrian environment along Lombard Street and within the St. Johns town center is central to achieving several plan objectives, from revitalizing commercial areas and supporting transit use, to helping preserve the area's small town character and scale. While both areas are currently well served with an inner-connected sidewalk system with widths that meet City standards for main streets, the major issue for good pedestrian access and circulation is safe and convenient crossing locations. On the Lombard main street this is particularly true in the area east of Ida Street where the roadway width of Lombard increases from 36 to 50 feet. Within the St. Johns town center the main issue is along Ivanhoe, where trucks and large traffic volumes generated by the St. Johns Bridge create a major barrier to good pedestrian access and circulation.

The plan recommends several locations to be improved with curb extensions and/or medians to improve pedestrian crossing safety and convenience. The locations chosen are spaced between signalized intersections to reduce the distance between enhanced crossings along the entire Lombard corridor, and are also intended to improve access to transit service. The priority locations are those in which crossing improvements are strongly recommended. The nonpriority locations (see action items) are those in which further evaluation and community consensus is required prior to design and implementation.



Pedestrian Crossing Improvements: Design Guidelines

Specific design details at the location level need to be developed through a follow-up design engineering and public involvement process, where issues related to turn movements, on-street parking supply, traffic flow and transit operations will be addressed and the final design will be determined. This process shall use the following guidelines in developing final design plans for all pedestrian crossings constructed.

- Involve the local neighborhood associations, business associations, adjacent property owners and the surrounding community in design process.
- Design improvements that improve pedestrian safety and enhance access to commercial destinations and transit service.
- Design improvements that directly support the urban development concept's land use vision and objectives.
- Design improvements that minimize impacts to traffic flow, turn movements and on-street parking.
- Design improvements to support efficient transit service.
- If curb extensions are proposed at transit stops, bus zones (no curb extensions) should be placed at the following stop to reduce impacts to traffic flow.



Town Center Gateway Intersection Improvements

There are two “front doors” or gateways to St. Johns for visitors arriving by car from outside the area: the Philadelphia/ Ivanhoe and Lombard/ Richmond intersections. Both are major traffic portals as well. While previous planning efforts have improved the appearance and function of these intersections as gateways through landscaping, the current designs have also tended to obscure sight lines into the commercial core that lies behind the gateways. To help support revitalization of the business district through improving the visual as well physical connection into the commercial core, consistent with the plan objectives, the recommendations include new alignment concepts at both intersection locations.

Lombard/Richmond Gateway

Sight lines into the town center core from Lombard at Richmond are complicated by the bend in Lombard as it passes by the Lombard/Richmond gateway. Furthermore, the right-turn lane from Lombard westbound into the commercial core curves around a large radius corner that obscures sight distances with pedestrians crossing Lombard further to the west, near James John Elementary School and encourages speeding.

The new design concept shifts the island to the north and merges it with the sidewalk area, creating a more traditional right angle intersection alignment. Eastbound traffic on Lombard entering the town center core would still have a free right turn, but the turn movement would be around a tighter radius corner that will slow traffic speeds and improve sight distances down Lombard. The space occupied by the former island could be designed to allow for more active pedestrian use and improve sight lines into the commercial core for traffic approaching the intersection from the east. There are no capacity impacts anticipated with this realignment. Specific design details still need to be developed through a design engineering process with public involvement.



Recommended design for the Lombard/Richmond gateway.



Philadelphia/ Ivanhoe Gateway

Heavy traffic and truck volumes and offset intersection angles complicate the intersection of Philadelphia and Ivanhoe. Access from the bridge to the town center core is via the one-way eastbound leg of Burlington that curves before its signalized intersection with Lombard. This curve, along with landscaping associated with the plaza as it extends out to Ivanhoe, tends to obscure sight lines into the business district core. Traffic circulation from the core to the bridge westbound is also difficult due to Burlington being one-way eastbound between Philadelphia and Lombard.

The design concept for this intersection in the near term is to visually open up the view into the business district along the Burlington leg of the intersection through new landscaping and redesign of the plaza. In the long term the plan recommends consideration of creating a new continuous straight alignment of Burlington between Lombard and Ivanhoe that would allow two-way traffic flow for better traffic circulation. However, this concept would place additional strain on the intersection's capacity and would likely require a new river crossing to reduce traffic volumes on the St Johns Bridge. Specific design details still need to be developed through a design engineering process with public involvement.



Short term option for the Philadelphia/Ivanhoe gateway.



Transit System

Transit is envisioned to play a significant role in supporting redevelopment opportunities within the plan area by improving access and the overall people moving capacity of the transportation system serving St. Johns. An efficient, effective transit system will also help maintain the desired scale of the existing street network by reducing the need to expand traffic capacity. In the long run, it is the intent of the land use and transportation system recommendations working in conjunction to lay the foundation for reintroducing a streetcar system to St. Johns.

The plan recommends several ways of enhancing the existing transit system to improve the overall convenience and attractiveness of using transit. The recommendations focus on improving the speed of travel times to regional destinations, safe access to service, and comfort at stops. Frequent service, transit priority signal system upgrades, stop consolidation, curb extensions at transit stops, and express service recommendations will all help to improve travel times within the plan area and the convenience of using transit. Pedestrian crossing improvements coordinated with stops will enhance safe access to transit service, while improvements to transit stops with shelters, schedule information, lighting and supporting amenities will enhance the comfort of using transit.





Bicycle System

Lombard is designated as a city bikeway in the *Transportation System Plan*, intended to serve as the central access route for bikes through North Portland to the St. Johns town center. Given the volume of traffic on Lombard, the preferred improvement is to provide a safe environment for cyclists and direct access to the business district with bike lanes. However, due to the existing narrow right-of-way on Lombard west of Alma and competing transportation needs east of Portsmouth, a combination of bike lanes and parallel “bicycle boulevard” routes is recommended to create a safe, convenient connection for bicycles between the regional bikeway system and the town center and main street.

Between Van Houton and Ida Streets there is sufficient right-of-way currently to provide bike lanes on Lombard without impacts to on-street parking or the number of travel lanes. This will provide a new connection between existing bike lanes on both Portsmouth and Ida. Providing bike lanes east of Portsmouth is not recommended because it would entail either removing the existing center turn lane or on-street parking within the full main street portion of the urban development concept. Within this segment a parallel route, using Oberlin Street, is recommended. Similarly, Lombard west of Ida is not recommended for bike lanes due to on-street parking loss. Therefore, parallel routes of Jersey and Central are recommended to complete the connection into the town center. Further study is required for the parallel routes to identify specific improvements needed to ensure safe bicycle passage and connections to existing and proposed bike lanes.







5C. Community Design Guidelines

Commentary

The *St. Johns/Lombard Plan* extends the design overlay (“d”) zone to properties zoned R1, R2, CS, CN2, CG, and EX in the St. Johns plan district. A map of the affected area is on page 91.

The *Community Design Guidelines* serve as approval criteria for discretionary design review in the plan district. Eligible projects in the plan district have the option of meeting the nondiscretionary, regulations-based community design standards (Chapter 33.218 of the *Zoning Code*). Refer to the code section of this document for proposed amendments to the standards.

For the purposes of this section, the St. Johns town center is separated into four “urban character areas,” each distinguished by a unique mix of architecture and urban patterns. These unique patterns are described for each area. “Desired Characteristics and Traditions” statements highlight the architectural and urban patterns valued by the community and worthy of integration into new development. The “Desired Characteristics and Traditions” statements of this section provide guidance on how Guideline P1 of the community design standards should be considered in the St. Johns town center.

Guideline P1, “Plan Area Character,” reads:

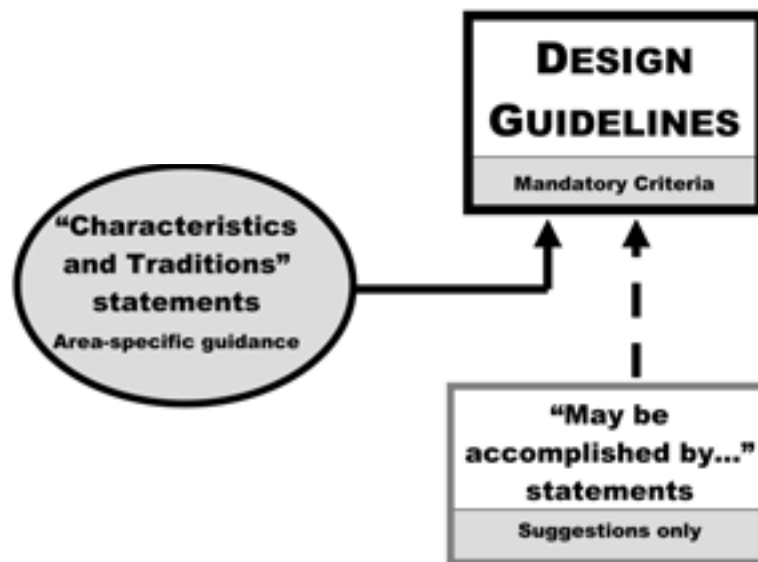
Enhance the sense of place and identity by incorporating site and building design features that respond to the area’s desired characteristics and traditions.

The “Desired Characteristics and Traditions” statements will be used by design review staff and review bodies to determine if a proposal meets the intent of Guideline P1. They may also be used to inform references to “desired character” in the *Zoning Code* (included in criteria for adjustment requests, for example).

Previously adopted area and neighborhood plans lack clear and explicit references to desired characteristics and traditions, making interpretation of Guideline P1 difficult (often, nearby existing development is used to identify community character, but existing development does not always correspond to the community’s vision). This section is intended to resolve this issue. Note that the “Desired Characteristics and Traditions” statements are in narrative form, as opposed to succinct statements, to distinguish them from the actual *Community Design Guidelines*. The statements will be included in an appendix to the *Community Design Guidelines* document.

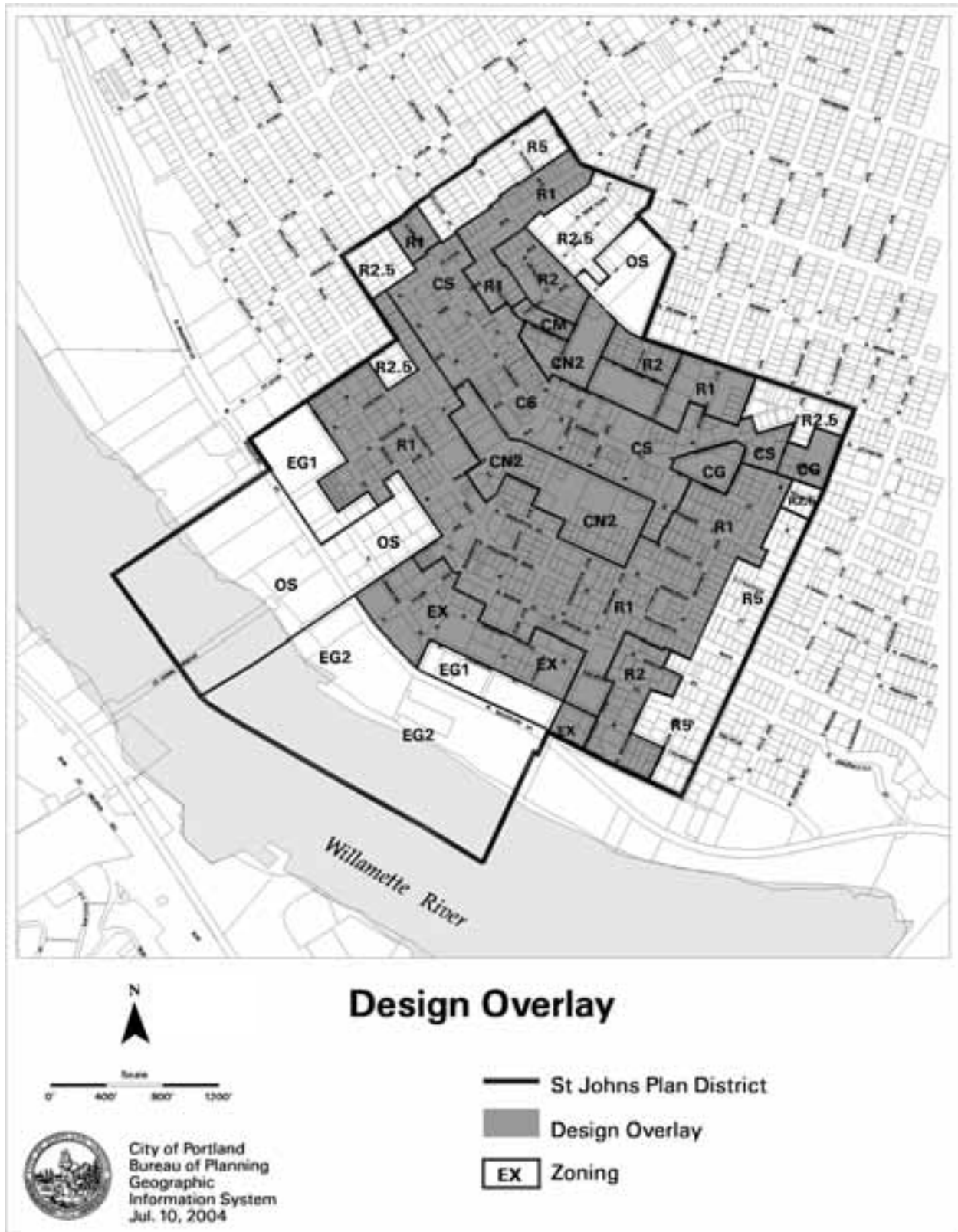


The diagram below illustrates the role of the “Desired Characteristics and Traditions” statements in relation to the *Community Design Guidelines*, emphasizing their role in providing area-specific guidance, and clarifying the nonbinding role the accompanying “may be accomplished by” statements described later in this section.



The “Desired Characteristics and Traditions” statements must be interpreted in the context of the “Urban Pattern” and “Architectural Pattern” statements that precede them.

As the descriptions in this chapter are not exhaustive, developers should refer to the background document, *St. Johns/Lombard Plan Existing Conditions Report* (April 2003, History and Urban Form and Land Use chapters), and consult with community members for more information. Community organization contacts include the St. Johns and Friends of Cathedral Park Neighborhood Associations, St. Johns Boosters, and the St. Johns Heritage Association.





St. Johns Town Center

Desired Characteristics and Traditions

Background

The built environment of the St. Johns town center is the result of development over decades, which brought a variety of building types and architectural styles. As a result, the St. Johns town center is an architecturally diverse area. The downtown area was developed prior to and during the streetcar era, before automobile use became widespread, resulting in a built environment very much oriented to the pedestrian. The riverfront area has a heritage of marine and industrial activity, but is also the site of the original settlement of St. Johns, and contains residential uses. The hillside area has developed over time as a neighborhood of mixed dwelling types and densities, conveniently located near the services of downtown St. Johns and employment areas on the peninsula.

The urban character area boundaries shown on the map below are for the purposes of this section only. The boundaries are flexible, as there is a transition between each area. For sites located at area edges, “Desired Characteristics and Traditions” statements from adjoining areas should be consulted, taking into account specific aspects of the site and its context.

Urban Character Areas Map





Urban Character Area 1: Residential St. Johns

The residential St. Johns area comprises three residential enclaves, adjacent to both downtown St. Johns and single dwelling neighborhoods. Within the plan area, the commercial district adjacent to Lombard and Ivanhoe Streets separates this residential area from the Hillside residential neighborhood. The area is not exclusively residential, and contains religious and other institutional uses, including the community center, all situated on large lots with prominent open areas. The housing stock is characterized by a mix of older houses from the early twentieth century, and postwar housing built to accommodate workers at nearby mills and industrial plants. It includes a scattering of duplexes and triplexes. Multidwelling housing consists of a mix of early and mid- to late twentieth century developments dispersed throughout the area, but primarily concentrated adjacent to Lombard Street and commercial nodes. Newer development over the past decade consists primarily of detached and attached single dwellings and duplexes on infill lots. The vision for the area builds on its eclectic mix of housing types and styles, and encourages continued infill development of detached and attached houses, duplexes, townhouses, and medium-density multifamily buildings, built to reflect the strong pedestrian quality that characterizes the area.



St. Johns Christian Church, N. Richmond at N. Central



Vacant site along N. Richmond; YWCA building in background



Apartment house at N. Leonard Street, near N. New York



N. Syracuse Street, between N. Mohawk and N. Richmond

Urban Patterns

The well-established grid system of the residential St. Johns area is a prominent and important feature. Most streets are fully improved and provide direct pedestrian connections to the open spaces,



institutional uses and commercial areas within St. Johns. In this area, blocks are typically longer than those in the hillside area, measuring 200 x 400 feet. A number of blocks are developed with well-utilized, but often unimproved, alleys. Front yards are often generous, particularly for single-family residences, and emphasize the abundant open space provided around institutional and civic uses.



Block structure and building footprints



1 Residential St. Johns

Architectural Patterns

The residential St. Johns area contains a wide variety of building types and architectural styles from different eras. The earliest houses in this area date back to the late nineteenth century. Smaller single-story early twentieth century and postwar era homes on typical (5,000 square-foot) lots characterize much of the development north of Lombard Street, interspersed with institutional and community-oriented uses that include the St. Johns Community Center, the Bachelor Club, the branch library, James John School, and churches. Included in the housing mix are low-rise, multidwelling developments generally from the mid- to late-twentieth century.

The east portion of this area comprises somewhat larger houses of varying eras and styles, including early twentieth century one-and-a-half and two-story bungalows and American basic houses, and one-story ranch-style dwellings set back with large front yards. Low-rise, multidwelling developments from the mid-twentieth century are found throughout the area, and vary in size from triplexes to larger 25-unit structures. They are generally set back from the street with parking areas typically predominating the street frontage.



Ranch-style house at N. Charleston



Early twentieth Century houses at
N. Leonard

Desired Characteristics and Traditions

The early housing styles and small-town scale of the residential St. Johns area provide the context for new projects. As such, new development should reflect and acknowledge this context by ensuring that main entrances are prominent, pedestrian connections are strong, landscaping is prominent and integrated appropriately, and parking areas do not dominate the streetscape.

Building and site design elements that contribute to the residential St. Johns character should be carried out in new projects. New development should:

- incorporate architectural and site development features of early twentieth century era houses, including eave length, siding materials and appearance, window and door trim, and roof pitch;
- continue existing front setback patterns;
- use landscaping to buffer and soften edges;
- provide strong visual connections between the public sidewalk and main entrances; and
- locate parking and vehicle areas toward the rear of residential dwellings.

When available, alleys should be used for vehicle access, to strengthen the pedestrian environment.

The area north of Lombard Street includes several civic and institutional buildings (such as James John Elementary School, St. Johns branch library, St. Johns Community Center, and Pioneer Methodist Church). These buildings provide essential services to local residents and define the characteristics of the adjacent residential area. New development must recognize and preserve the central roles of these buildings in the small-town character of St. Johns. New development should:

- include landscaping that complements existing landscaping of these buildings;
- maintain adequate setbacks and spacing from these buildings;
- be of a scale, proportion, and mass that ensures these buildings continue as the clear focus of the adjacent residential area; and
- incorporate architectural and site development features that reflect the quality of these buildings.

In the area near the water tower south of Lombard Street, new development should reflect the character and site design of the older housing stock, including front setbacks, exterior finish materials, and pedestrian orientation. The well-established pedestrian pattern throughout the neighborhood should be strengthened through design features that reinforce this prominent characteristic of the residential St. Johns area.



Urban Character Area 2: Downtown St. Johns

The small-town atmosphere of downtown St. Johns resonates with many people. Lombard Street is the center of this area, a remnant of the area's origins as an independent city, characterized predominantly by streetcar-era commercial storefronts, some with residential floors above. Single dwelling residences, apartment buildings, and prominent civic and religious buildings contribute to the downtown character. Modern auto-oriented development is present here as well, but generally does not reflect the traditional orientation and scale of the streetcar-era development.



Burlington Street, date unknown (Laura Norene Minkler).



Lombard Street at N. John



Lombard Street at N. Leavitt



McChesney Block, 8947 N. Lombard

Urban Pattern

Traditional development in the downtown St. Johns area is fine grained. Blocks are generally 200 x 200 feet, unless altered for superblock development that occurred during the 1950s to 1970s. A unique block and street pattern has roots in the boundaries of land claims of the mid-1800s. The prominent streets of Philadelphia and Burlington intersect near the St. Johns Plaza, creating irregular block shapes and a strong linear connection between downtown and the river. The plaza is a focal point and prominent public space in the community. The footprints of many streetcar-era buildings cover most of their lot, generally 50 x 100 feet in area. Most development is built to the property line.



North of Lombard, centered on Charleston Street is a civic area that includes community-serving uses mixed with residential development. Lot sizes here tend to be larger than along Lombard, compatible with medium-density multidwelling development and existing community service uses.

Auto-accommodating development is centered around Ivanhoe Street, and generally has low building coverage and surface parking. Development tends to be set back from the property line, on larger lots. Two large blocks exist in the downtown: between Leavitt and Richmond, combining six small blocks; and at Burlington and Kellogg, combining two small blocks.



Block structure and building footprints



2 Downtown St. Johns

Architectural Pattern

Traditional streetcar-era storefront and mixed-use buildings are the predominant form along Lombard Street. Buildings range from one to three stories, typically with large storefront windows at the ground level. In some cases, upper floors accommodate residential units or office space. Exterior finish materials include brick, stucco and other masonry, as well as horizontal wood siding.

Prominent civic buildings, such as the old City Hall (North Precinct), post office (Baha'i Center), St. Johns Branch Library, and the National Cash Register Building (St. Johns Pub) follow Twentieth Century Classical and Georgian styles.



James John Elementary School,
7439 N. Charleston



Venetian Theater/ St. Johns Theater,
8704 N. Lombard



St. Johns City Hall/North Precinct,
7214 N. Philadelphia



St. Johns Branch Library,
7510 N. Charleston



U.S. Post Office/ Baha'i Center,
8720 N. Ivanhoe



National Cash Register Building/ St.
Johns Pub, 8203 N. Ivanhoe

Desired Characteristics and Traditions

New development should support downtown St. Johns' role as the heart of the town center, and should have a strong pedestrian-oriented presence. Throughout downtown St. Johns, new development should recognize the history of St. Johns as a city by utilizing design elements that strengthen the traditional small town character, pedestrian-scale orientation, and rhythm of building facades. Strategies to achieve this include development of small-scale buildings, 50 feet in width or less, one to three stories in height. Mass of taller or wider buildings can be moderated by incorporating architectural details that individualize storefronts or stepping back from the street.

Development of a diverse range of building types should be continued. Active uses should be included in development adjacent to or across the street from the St. Johns Plaza.

New development along Baltimore, Burlington, and Richmond should aspire to create a sense of enclosure and interesting architecture in ways that strengthen visual and physical connections to the downtown and riverfront. New development along Philadelphia, Pittsburg, and John, should add elements that improve the sidewalk environment and recognize these important pedestrian routes that link the hillside to downtown and the riverfront.

For the civic area north of Lombard, new development should support the community-oriented nature of this area through a strong pedestrian environment. New development should incorporate architectural features and exterior materials that complement the quality of respective nearby civic and institutional buildings, including James John School, the St. Johns branch library, and community center.

Alterations to existing large-scale commercial developments (those on superblocks, comprising more than one 200-foot block) should be integrated into the fine-grain urban pattern and mix of uses of downtown St. Johns. This can be accomplished by locating spaces suitable for small-scale active uses (such as bank services, restaurants, cafes, florists) at the street frontage, adding residential development in upper floors, and respecting the street plan in building location and surface parking circulation. New development of superblocks should follow the master street plan.

The transition between commercial and residential zones is important. New commercial development along streets serving as boundaries between residential and commercial zones (such as segments of Princeton, Syracuse, Burlington, and Richmond) should reflect the scale and character of the residential zone. Where possible residential components of mixed-use developments should be located adjacent to existing residential zones to improve compatibility.



Urban Character Area 3: Hillside Neighborhood

Development of the hillside neighborhood area is rich in history, dating back to the late nineteenth century when James John set out to create an active harbor settlement with rail shipping facilities. The area is almost exclusively residential, with the exception of a metal-clad industrial building near Cathedral Park, and a water tower on Willamette Boulevard. The area's oldest housing is located here; many good examples remain of large houses belonging to prominent St. Johns citizens, and worker housing for nearby mills and other industries. Multifamily housing is recent construction (over the past 50 years) and is dispersed throughout the area, although most concentrated between Alta and Mohawk. Development over the last 10 years consists mainly of detached and attached infill houses and rowhouses. The vision for the area builds on the area's eclectic mix of housing types and styles, and encourages infill of attached houses, rowhouses, and medium-density multifamily buildings.



Edna Hollenbeck house,
8716 N. Syracuse



Apartment building at N. Edison and
Baltimore



Unimproved N. Alta right-of-way at
Edison



Rowhouses at N. Burlington and
Willamette



St. Johns Community Garden at
N. Edison



Single dwelling house on N.
Edison

Urban Patterns

Views of the St. Johns Bridge, Forest Park and the Willamette River permeate the area and heighten the area's image. Most of the blocks in this area measure 200 x 200 feet; however, many links in the street network are not improved, or not up to standards (either unpaved or lack sidewalks). This gives the sense of additional green space in the area, a feature neighbors value, but diminishes the area's image due to the low level of public improvements. Additionally, physical connections to the riverfront are limited. Due to the slope, many lots include retaining walls at the street lot lines, and garages at the property line, built into the slope.



Streets are organized in a grid pattern, broken by the axes of Burlington and Philadelphia, which create triangular blocks. This pattern is a positive attribute, since it helps direct and preserve public views. However, due to this axis, the intersections of Burlington at Edison and Willamette have expansive paved areas.



Block structure and building footprints



Architectural Patterns

The Hillside area contains a wide variety of building types and architectural styles from different eras of development. The earliest houses in this area date back to the late nineteenth century. Larger homes on large lots are concentrated around Syracuse between Philadelphia and Baltimore, and feature Colonial Revival, American Basic, and Queen Anne Vernacular styles.

The west portion of the area has a significant amount of one-story bungalows, and small Victorian worker cottages in the Queen Anne style. Setbacks range from about 10 feet to 20 feet. However, the area also accommodates the tallest building, Schunk Riverview Tower, a 12-story residential apartment building. Mid-twentieth century multifamily developments can be found throughout the area: typically two stories in height, set back from the street to accommodate parking areas, and sometimes having street-facing facades limited to garage doors or blank walls. Many examples, however, dedicate significant area to landscaping. Recent examples of rowhouses are typical of the development found in many city neighborhoods: most are three stories in height, with ground floor garages. The easternmost portion of the area is almost suburban in nature, characterized by one-story, ranch-style homes with large front setbacks (20 to 25 feet) and lawns.



Desired Characteristics and Traditions

New development should contribute to the hillside neighborhood's identity as a vibrant hillside village composed of 1900s-era houses as its foundation, supported by an eclectic mix of housing styles, types and densities that, when viewed as a whole neighborhood, complement each other and contribute positively to the town center.

Assets of the hillside should be celebrated in new development – its south-facing slope, location at the Willamette River's bend providing expansive views, along with views of Cathedral Park, St. Johns Bridge, and the west hills. New development must be neighborly – it must reduce the prominence of parking areas as viewed from the street, strengthen main entrance connections, and be compatible with the height and massing of existing residential buildings.

To successfully contribute to the existing context and to be neighborly, new development in the Hillside area should strive to achieve the following: incorporate architectural and site development features found in existing historic houses, reduce impacts to adjacent houses if taller (stepping back, greater setbacks), dedicate generous amounts of site area to landscaping, provide strong connections between the sidewalk and the entrance, limit vehicle areas to the absolute minimum necessary, utilize durable building materials, and consider privacy when designing side and rear facades, without reducing window area. These features are particularly important along Princeton, Syracuse, Willamette, and Edison Streets.

New development along Baltimore, Burlington, and Richmond should aspire to create a sense of enclosure and interesting architecture in ways that strengthen visual and physical connections to the downtown and riverfront. New development along Philadelphia, Pittsburg, and John should add elements that improve the sidewalk environment and strengthen the identity of these important pedestrian routes that link the hillside to downtown and the riverfront.



Urban Character Area 4: Willamette Riverfront

The most prominent features of the riverfront are the St. Johns Bridge and the expansive Cathedral Park. Combined with the river and the backdrop of Forest Park, these public assets are breathtaking and can be seen from most locations in the area.

The original city of St. Johns was sited here in the 1880s; in fact, James John set up a store at the base of Burlington Street and operated a ferry nearby. Only two structures, the Miner House and a church, remain from that era. Riverfront industry that defined this area, including shipping and lumber, plywood, woolen, and flour mills (early 1900s), and shipbuilding (1940s), have disappeared. A few active foundries remain, but much of the industrial land is used for storage of machinery and steel.



View of river and bridge from Crawford Street at Tyler Avenue



Old Seventh Day Adventist Church, Salem and Edison (currently a residence)



Riverfront at Cathedral Park



Industrial buildings facing the Bradford Street rail line



Peninsula Iron Works at N. Crawford and Alta

Urban Pattern

Large sites along the river are in public ownership with the exception of the Lampros Steel site, positioned between Willamette Cove and the Water Pollution Control Lab and Cathedral Park. Access to the river is via Cathedral Park and the water lab.

Similar to the Hillside area, streets are organized in a grid pattern, broken by the axis of Burlington, which creates triangular blocks. This pattern is a positive attribute, since it helps direct and preserve public views. The main north-south streets of Richmond, Burlington, and Baltimore have wide roadways and are designated as important community streets serving all transportation modes. These streets end at the Bradford Street right-of-way, creating large block patterns near the river. The Philadelphia Street



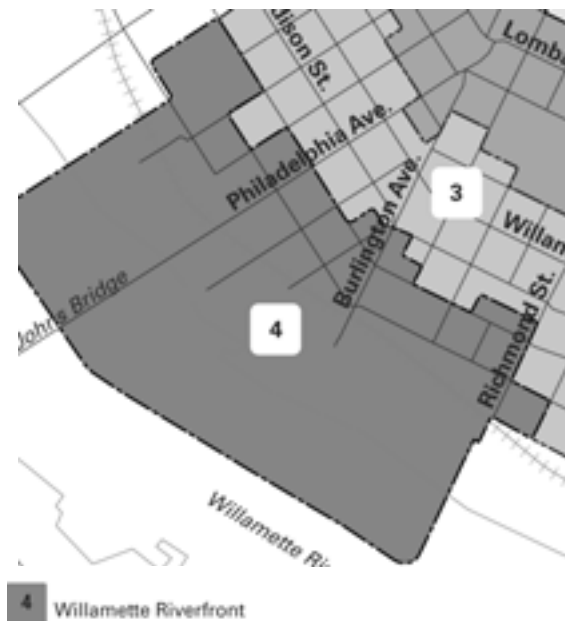
right-of-way is an important pedestrian route since it is aligned with the bridge and directly connects with Cathedral Park.

An active rail line in the Bradford Street right-of-way parallels the river. Many of the industrial buildings are located near Bradford and Crawford Streets.

As with the Hillside area, the easternmost portion is suburban in nature, developed with one-story single-dwelling homes with generous setbacks and front lawns on sloping lots. Views of Willamette Cove, the river, and Forest Park are pronounced, especially at Tyler Street. Most industrial sites are in the center of this area, with Lampros Steel as the focus. Cathedral Park dominates the western portion, along with the former Columbia Sportswear building (now Cathedral Park Place). Here, industrial uses mix with 1900s-era small bungalows and recently constructed rowhouses.



Block structure and building footprints



Architectural Pattern

Industrial buildings do not follow a strong pattern. In part this is due to the fact that much of the industrial area is dedicated to outdoor storage; buildings on the site occupy a small part of the site and are secondary in use. Some buildings, however, occupy the entire site, such as the Peninsula Iron Works and former Columbia Sportswear buildings. These buildings have varied roof lines. Industrial buildings adjacent to Bradford Street are built to the property line, to benefit from rail access. Materials used in the industrial buildings include corrugated metal and concrete block.



Desired Characteristics and Traditions

Three central traditions comprise the riverfront's heritage: industrial and working riverfront, origin as the first St. Johns city site, and prominent public assets of the St. Johns Bridge and Cathedral Park. The desired characteristics of the riverfront area acknowledge these traditions while allowing for architectural expression to create richness and diversity.

The riverfront area is envisioned to accommodate a range of uses, including light industrial, commercial and office, live/work space, and residential. Where possible, residential components of employment zone developments should be located adjacent to existing residential zones to improve compatibility.

Development along Baltimore, Burlington, and Richmond Avenues should add to the creation of distinguishable corridors that provide main connecting routes to downtown St. Johns. Buildings should be located close to the sidewalk, and orient toward these avenues with interesting and inviting facades. Curb cuts, driveways, garages, and surface parking should be avoided along these avenues. Active uses and outdoor space for public use should be incorporated along these avenues, except where industrial development makes these uses not practicable.

New development should recognize and address the riverfront heritage by incorporating elements or using exterior materials that reflect these characteristics, or by reuse of significant hard elements or prominent architectural features present on the site prior to redevelopment. An example is the Water Pollution Control Lab, which incorporates exterior finishes that reflect the area's industrial heritage, and a remnant concrete wall in the Pittsburg right-of-way). Background information can be found in the *St. Johns/Lombard Plan Existing Conditions Report* and from local history groups such as the St. Johns Heritage Association.



Work space building in an industrial area. Building features include colorful metal exterior, awnings, and ground floor entrances into artists' work spaces.



Industrial building that uses concrete exterior at the street level and metal above.



Renovated industrial building featuring large windows and awnings over entrance points.



Commentary

The following section includes amendments to the *Community Design Guidelines* that highlight urban and architectural features or characteristics that are of value to the community and should be taken into consideration when new development is proposed. The amendments do not change the existing guidelines, but add examples of how to satisfy Guideline P1 (Plan Area Character) for properties in the St. Johns plan district. These additional statements are suggestions and do not constitute binding criteria, as do the guidelines.

Amendments to the “Portland Personality Guidelines” section of the *Community Design Guidelines* are shown below as underlined text, except for the “may be accomplished by” statements A - G on pages 109-114 which are new, but not underlined for ease of reading. A reference is added to the background statements and desired characteristics and tradition statements outlined in the previous section.

Amendments to the Portland Personality Guidelines

These guidelines establish the urban design framework.

The Portland Personality Guidelines recognize the unique characteristics and urban design goals of different parts of the city, and encourage new development that enhances these characteristics and supports these goals. There are special guidelines for the three areas with adopted community plans. Other guidelines address historic and conservation districts, district and town center plans, and gateways.

PLAN AREA CHARACTER

Background

Plan Areas outside of the Central City which have areas within the design overlay include the Albina, Outer Southeast, and Southwest Community Plan areas, the Hollywood and Sandy Plan Area, ~~and~~ the Northwest District Plan Area, and the St. Johns/Lombard Plan Area. Each of these areas has distinct historic, cultural, and geographic characteristics that should be taken into consideration when developing in the area. New development blends into established areas by reflecting the architectural features and site design of the surrounding buildings and responding to views, topography, and nearby amenities such as parks, schools, and community centers.



Guideline P1:

Enhance the sense of place and identity by incorporating site and building design features that respond to the area's desired characteristics and traditions.

See the St. Johns Plan District Desired Characteristics and Traditions for application of Guideline P1.

This guideline may be accomplished in the St. Johns plan district by:

- A. In residential areas.** Incorporating desired architectural and site development features to complement, rather than imitate, existing historic buildings.



Front porch with columns, gabled roof, double hung windows.
Dr. Joseph McChesney House,
7011 N. Chicago



Architectural detailing and stucco exterior of garage built into slope



Architectural details of gables and dormer,
8934 N. Willamette



Landscaped front setbacks, gabled roofs, 8828 and 8836 N. Willamette



Bay windows, dormers,
8734 N. Syracuse



Retaining wall at N. Edison

The houses pictured above illustrate desired architectural features. Desired site features include landscaped setbacks, concrete or stone retaining walls, and detached garages built into the slope at the property line.



B. Along commercial streets: Incorporating desired architectural and site development features to complement, rather than imitate, existing historic buildings.



Decorative cornice, large storefront windows, including upper story, 8641 N. Lombard



Large storefront windows, awnings, 8326 N. Lombard



Awnings, large storefront windows, 8621 N. Lombard

The existing storefronts illustrate some of the desired characteristics. Other desired site features include outdoor space for dining and other activities, and building frontage and setbacks integrated with the public realm.

C. In residential areas: Dedicating a generous amount of site area to landscaping, and using species native to the area.



Apartment building at N. Richmond and Edison



Pacific madrone in unimproved right-of-way



Residence at 8207 N. Edison

Landscaping around this apartment building softens the impact of the blank façade. A Pacific madrone tree within unimproved right-of-way, once a common tree along bluffs on the peninsula, adds visual interest and is an asset to the Hillside neighborhood.



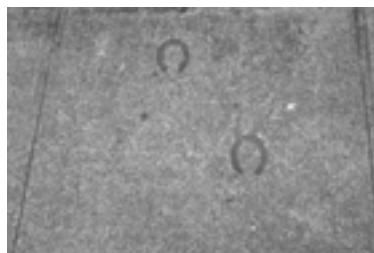
- D. Considering privacy when designing side and rear facades for residential buildings through use of textured glass, proper window location, and consideration of interface between adjacent development and proposed interior uses. Window area should not be reduced to gain privacy.
- E. Incorporating into or adjacent to the right-of-way historical or artistic elements that add richness and meaning to the area.



Historical plaques embedded in a stone wall in Cathedral Park



Concrete remnants in Pittsburg Street right-of-way at the Water Pollution Control Lab



Impressions of livery tools and horseshoes in the sidewalk adjacent to the new Safeway site along N. Ivanhoe Street (near Charleston). These impressions are not dated but may be in remembrance of a livery stable located near the site in the late 1800s.



- F. Maintaining and reestablishing the area's historic street grid. Where superblocks exist, locate public and/or private rights-of-way, connections, and open space in a manner that reflects the historic block pattern.



Map of the St. Johns town center. The prominent block pattern is fine grained, with most blocks measuring 200 by 200 feet.



- G. Respecting the historic industrial character and public assets of the Willamette riverfront. The area's prime industrial buildings incorporate durable exterior finishing materials such as metal and concrete. The boxy massing of these structures may be relieved by generous fenestration in new construction and adaptive reuse situations.



Silco Construction Co. Building at 8614 N. Crawford, features prominent entryway with overhang, pitched roof, well-maintained landscaping, and large windows.



Peninsula Iron Works, 6618 N. Alta, features generous window area and pitched roof.







5D: Zoning Map and Code

This section contains the updates to the official Zoning Map for the St. Johns/Lombard Plan area. The zoning map is followed by amendments to the *Portland Zoning Code*.

Code commentary is included along with code language to describe legislative intent.

Contents:

Plan District and Main Street Overlay Zone Areas Map (page 116)

Zoning Maps (pages 117-119)

Amendments to the Zoning Code

33.218, Community Design Standards (pages 122-125)

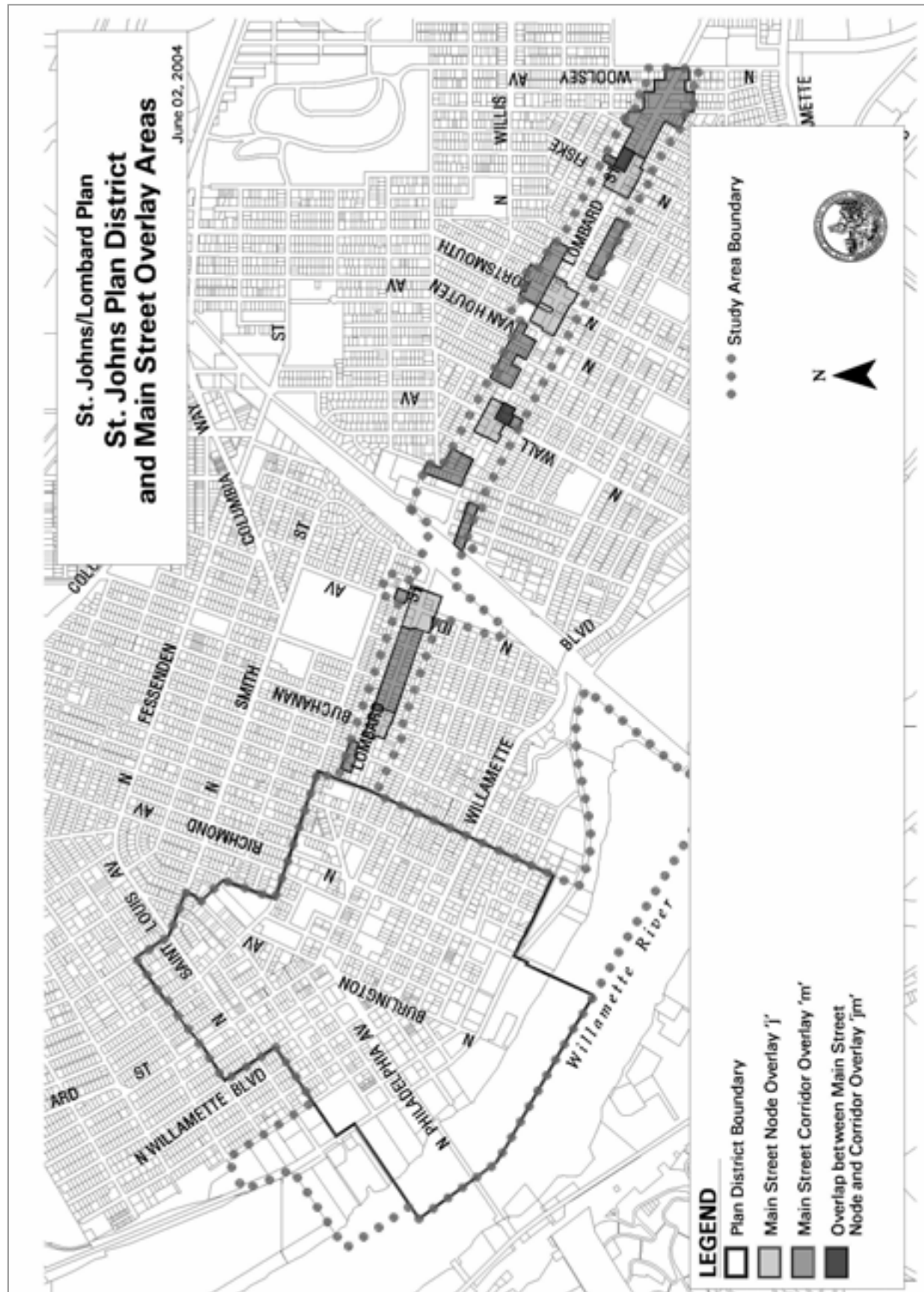
33.420, Design Overlay Zone (pages 126-127)

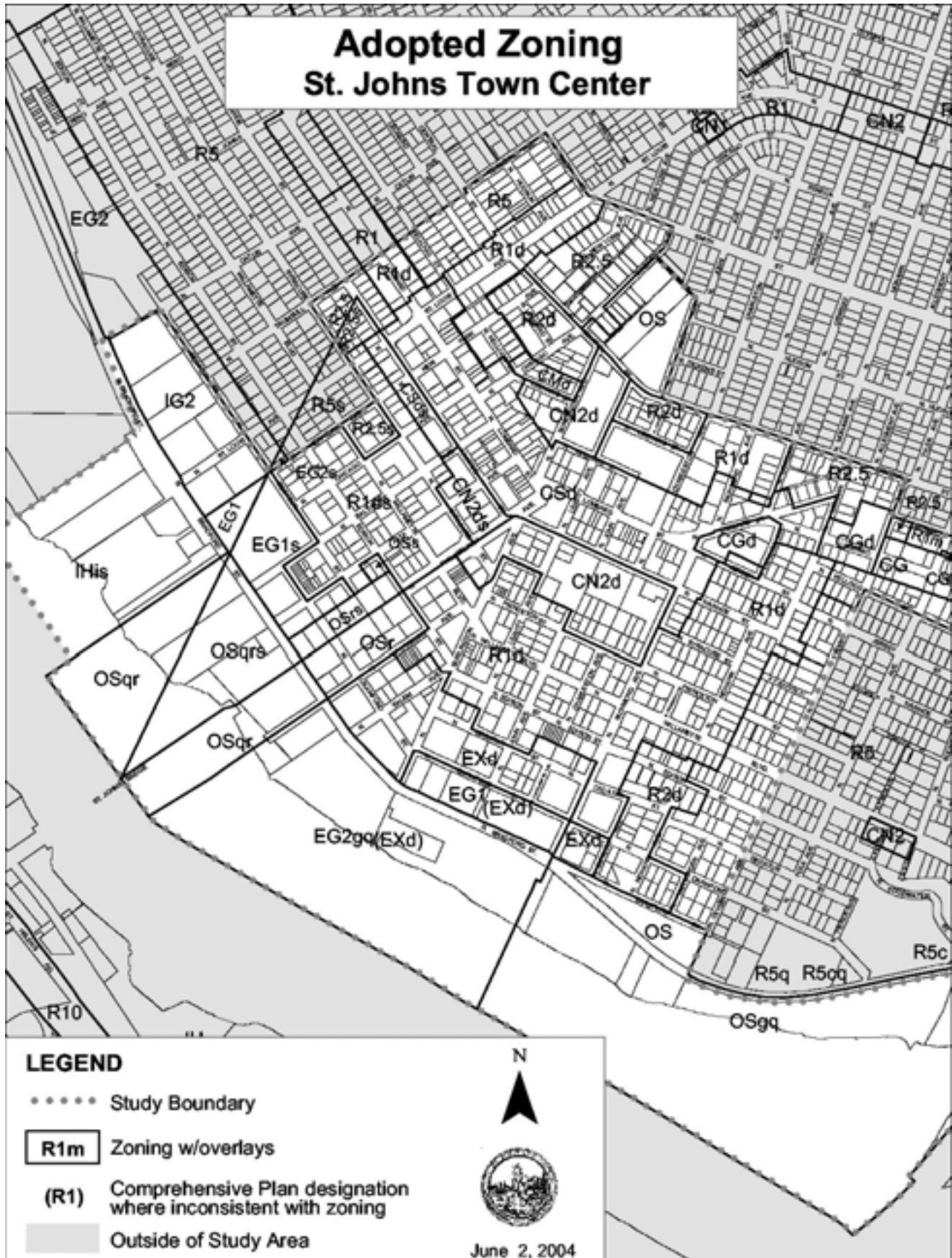
33.825, Design Review (pages 128-129)

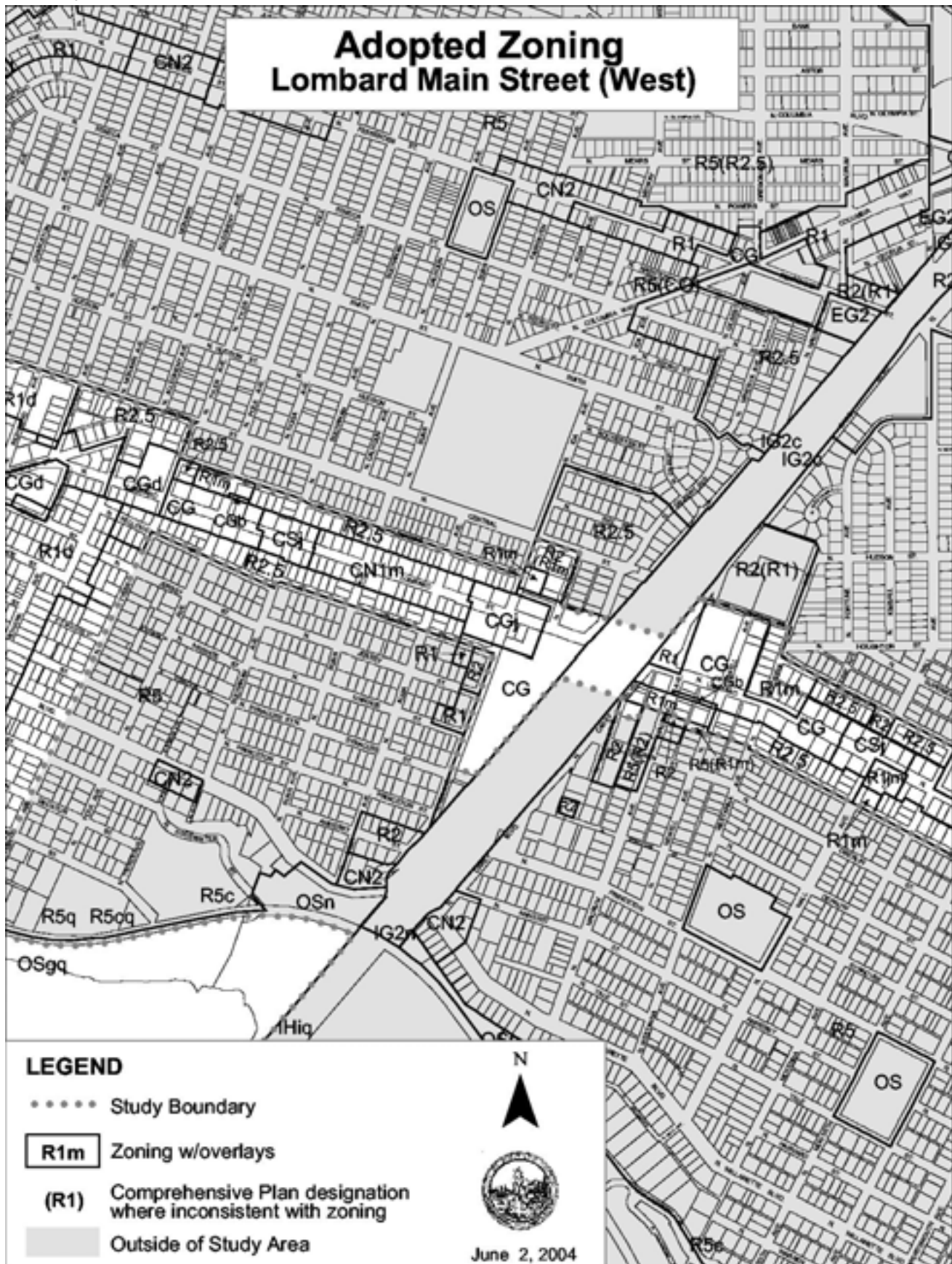
33.583, St. Johns Plan District (pages 130-151)

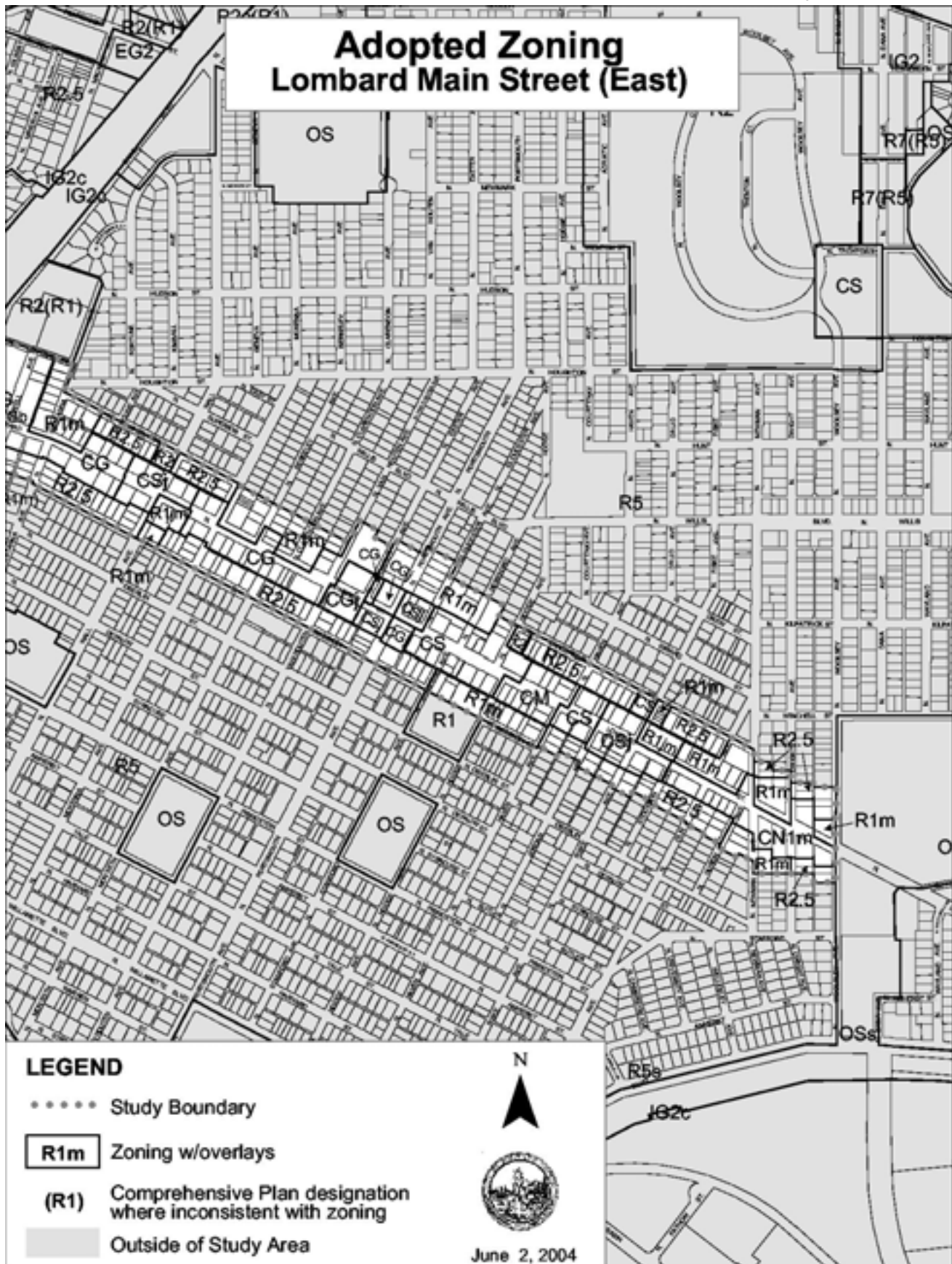
33.455, Main Street Node Overlay Zone (pages 152-157)

33.460, Main Street Corridor Overlay Zone (pages 158-171)













Zoning Code Amendments

How to read this section

This section shows changes to portions of the *Portland Zoning Code*. Odd numbered pages show language that has been changed. Generally, language added to the *Portland Zoning Code* is underlined (example) and language deleted is shown in strikethrough (~~example~~). With regard to the St. Johns Plan District, all the language is new. To make the St. Johns Plan District text easier to read, strikethrough and underline is omitted.

Even-numbered pages contain commentary on the changes to the zoning code.



Design Review Chapters

In addition to the other amendments to the *Zoning Code* to implement the *St. Johns/Lombard Plan*, the following amendments to the chapters addressing design review are also amended.

33.218.110(K) Windows

This standard applies to all development on sites zoned R1 in the plan district. Much of the recent multidwelling residential development in the Cathedral Park neighborhood has not been a good fit with the historic houses or the desired character of the area, as described by residents at community workshops that were part of the *St. Johns/Lombard Plan*. Application of the design overlay zone in this area is intended to address these concerns and to improve future infill so that it better relates to the streetscape.

Many elements affect a building's relationship to the streetscape. While no one element can ensure good design, windows are essential to adding visual interest, contributing to safety, and improving the public realm.

Existing community design standards do not include a minimum window requirement for multidwelling structures. This standard fills that gap by boosting the minimum window requirement of the R1 zone, currently a minimum of eight percent of the street-facing façade for multidwelling structures, to 15 percent. This standard, working in concert with other community design standards, will improve the level of design for residential infill in the plan district.



Multidwelling structure in Cathedral Park neighborhood. Windows comprise about 11 percent of the façade. The proposed amendment would increase the existing window area by nearly 50 percent.



Historic apartment house in Cathedral Park neighborhood. Estimated window coverage exceeds 15 percent of the façade.



33.218.110 Standards for Primary and Attached Accessory Structures in R3, R2, and R1 Zones

The standards of this section apply to development of new primary and attached accessory structures in the R3, R2, and R1 zones. The addition of an attached accessory structure to a primary structure, where all the uses on the site are residential, is subject to Section 33.218.130, Standards for Exterior Alteration of Residential Structures in Residential Zones.

A. through J. [no change.]

K. Windows. Street-facing windows must meet the following. Windows in rooms with a finished floor height 4 feet or more below grade are exempt from this standard:

1. [no change.]
2. A horizontal window opening may be created when:
 - a. Two or more vertical windows are grouped together to provide a horizontal opening, and they are either all the same size, or no more than two sizes are used. Where two sizes of windows are used in a group, the smaller window size must be on the outer edges of the grouping. The windows on the outer edges of the grouping must be vertical; the center window or windows may be vertical, square, or horizontal; or
 - b. There is a band of individual lites across the top of the horizontal window. These small lites must be vertical and cover at least 20 percent of the total height of the window.
3. St. Johns plan district. In the St. Johns plan district, at least 15 percent of the street facing facade must be windows. Windows used to meet this standard must allow views from the building to the street. Glass block does not meet this standard. Windows in garage doors do not count toward meeting this standard, but windows in garage walls do count toward meeting this standard. Development on flag lots or on lots which slope up or down from the street with an average slope of 20 percent or more is exempt from this standard.

L. through P. [no change.]



33.218.140 Standards for All Structures in the RH, RX, C and E Zones

Public testimony at the Design Commission and Planning Commission public hearings (held September 4 and 9, 2003, respectively) addressed the proposed design overlay on EG sites in the St. Johns Plan District. The testimony asserted that design review and the existing Community Design Standards (CDS) present problems when applied to industrial users because they are tailored to residential, commercial, and office uses. Therefore, the design overlay is not applied to the EG zone.

Within the city, the design overlay zone is applied to all EX sites. EX zoning is applied to sites within the riverfront area. While a range of industrial uses is allowed in the EX zone, recent development almost entirely consists of residential, commercial and office uses. To provide flexibility for these uses in the EX zone, the exterior finish materials standard is amended to allow metal and concrete.

33.218.140 (I) Exterior Finish Materials

The range of exterior finishes is limited under the community design standards. This is in part due to the fact that the standards originally were created for use in another part of the city, responding to a distinct neighborhood character.

To provide for new buildings that reflect the industrial/eclectic character of the St. Johns riverfront, this exception for sites in the EX zone allows for a wide range of exterior finishes – including those commonly associated with industrial buildings. This provision does not add significantly to code complexity, since it is an exception that liberates an existing standard. Its benefit is that it provides the opportunity for new development to respond to the local building tradition.



33.218.140 Standards for All Structures in the RH, RX, C and E Zones

The standards of this section apply to development of all structures in RH, RX, C, and E zones. These standards also apply to exterior alterations in these zones.

For proposals where all uses on the site are residential, the standards for the R3, R2, and R1 zones may be met instead of the standards of this section. Where new structures are proposed, the standards of Section 33.218.110, Standards for R3, R2, and R1 Zones, may be met instead of the standards of this section. Where exterior alterations are proposed, the standards of Section 33.218.130, Standards for Exterior Alteration of Residential Structures in Residential Zones, may be met instead of the standards of this section.

A. through H. [no change.]

I. Exterior finish materials. The standards of this subsection must be met on all building facades:

- a. Exterior finish materials not allowed. Plain concrete block, plain concrete, corrugated metal, plywood and sheet pressboard may not be used as exterior finish materials except as secondary finishes if they cover no more than 10 percent of the surface area. Sheet pressboard is pressboard that is more than 6 inches wide. Foundation material may be plain concrete or plain concrete block when the foundation material is not revealed for more than 3 feet.
- b. Exception for sites in the EX zone within the St. Johns plan district. Plain concrete block, plain concrete, and corrugated metal are permitted as exterior finish materials in the EX zone in the St. Johns plan district.

2. [no change.]

J. through O. [no change.]



33.420.045 Exempt From Design Review

The addition of design review requirements is intended to target infill development and renovation of attached and multidwelling structures.

Exempting alterations to single-dwelling detached housing from design review allows the current trend of renovation to continue without additional regulation.

33.420.060 When Community Design Standards May Not Be Used

The plan district limits height to 45 feet in the EX zone. However, an additional 10 feet may be requested through discretionary design review. In exchange for extra height, the discretionary track design review process allows consideration of a wider range of issues than the standards track. The standards fall short of adequately addressing issues associated with high intensity development. The discretionary design review process allows consideration of issues unique to the site, such as air, light and shading, proportion, context, relationship to adjacent buildings, and desired neighborhood character.

Note regarding state law governing design review for residential development: Oregon State Statute (ORS) 197.307 provides that approval standards for housing be “clear and objective . . . and shall not have the effect . . . of discouraging needed housing through unreasonable cost or delay.” It authorizes a two-track system under which the applicant may choose to use a “clear and objective” track or a discretionary review track. The statute also allows a government to place conditions on residential development.

The requirement for the discretionary track for buildings (including buildings with residential use) above 45 feet in height is consistent with this statute since it allows the standards track option for reasonably-scaled residential development -- up to 45 feet in height. This height allows development up to four stories, and is the maximum height for common mixed-use and residential zones, such as mixed commercial (CM), storefront commercial (CS), and medium density multidwelling (R1). A condition of discretionary review is reserved for the most intensive development, over 45 feet in height.



33.420.045 Exempt From Design Review

The following items are exempt from design review:

A. through Q. [no change.]

R. Within the St. Johns plan district, alterations to single-dwelling detached structures.

33.420.060 When Community Design Standards May Not Be Used

The Community Design Standards may not be used as an alternative to design review as follows:

A. through F. [no change.]

G. In the EX zone within the St. Johns plan district, structures more than 45 feet in height.



33.825.025 Review Procedures

This amendment requires a Type II review procedure for design review applications in the St. Johns plan district. This level of review is typical for most areas of the city outside the Central City plan district. A Type II review is administered by the Bureau of Development Services; appeals are to the Design Commission.



33.825.025 Review Procedures

A. Procedures for design review. Procedures for design review vary with the type of proposal being reviewed and the design district in which the site is located. Design review in some design districts requires an additional procedural step, the "Neighborhood Contact Requirement," as set out in Section 33.730.045, Neighborhood Contact Requirement. Some proposals in the Central City plan district must provide a model of the approved proposal, as set out in Paragraph A.5, below.

1. Type III [no change.]
2. Type II. The following proposals are processed through a Type II procedure:
 - a. through q. [no change.]
 - r. Proposals within the St. Johns plan district.
3. through 5. [no change.]



Chapter 33.583 St. Johns Plan District

This is a new chapter of Title 33. The following *Zoning Code* text proposed is new and, for ease of reading, it is not shown in underlined text.

General

33.583.010 Purpose

St. Johns is a designated town center in the *Metro 2040 Plan*. The purpose statement explains that the intent of the St. Johns plan district is to establish a set of regulations that foster the development of a successful, mixed-use town center in St. Johns, the commercial and civic center of the peninsula. The purpose statement conveys that the regulations should establish a center that includes a compact urban form and a sense of vitality. The purpose statement further is intended to clearly describe the intended outcome of the regulations for two reasons. First, in order for a project to receive an adjustment to a standard, an applicant must demonstrate that the project will equally or better meet the purpose of the standard to be modified. Second, the purpose statement provides the basis for future evaluation of the regulation.

33.583.020 Where These Regulations Apply

These regulations apply within the boundaries of the St. Johns plan district shown on Map 583-1.



CHAPTER 33.583
ST. JOHNS PLAN DISTRICT
(Added by: Ord. No. 178452, effective 7/10/04.)

General

33.583.010 Purpose

33.583.020 Where These Regulations Apply

Use Regulations

33.583.100 Purpose

33.583.110 Prohibited Uses

33.583.120 Retail Sales And Service Uses in the EG and EX Zones

Development Standards

33.583.200 Purpose

33.583.210 Drive-Through Facilities

33.583.220 Exterior Activities in the EG and EX Zones

33.583.230 Housing Types Prohibited in the EG and EX Zones

33.583.240 Minimum Density in the R1 Zone

33.583.250 Maximum Building Height

33.583.260 Bonus Option in the CN2 Zone

33.583.270 Building Coverage and Landscaping in the EX Zone

33.583.280 Residential Uses in the EG1 Zone

33.583.285 Additional Regulations in the Riverfront Subdistrict

Map 583-1 St. Johns Plan District

Map 583-2 Maximum Heights

General

33.583.010 Purpose

The St. Johns plan district provides for an urban level of mixed-use development including commercial, employment, office, housing, institutional, and recreation uses. Specific objectives of the plan district include strengthening St. Johns' role as the commercial and civic center of the North Portland peninsula. These regulations:

- Stimulate business and economic vitality;
- Promote housing and mixed-use development;
- Discourage auto-oriented uses and development;
- Enhance the pedestrian environment;
- Enhance the character of buildings in the plan district; and
- Support the Willamette greenway and opportunities to celebrate the Willamette River as a unique element of the urban environment.

33.583.020 Where These Regulations Apply

The regulations of this chapter apply in the St. Johns plan district. The boundaries of the plan district are shown on Map 583-1 and on the Official Zoning Maps.



Use Regulations

33.583.100 Purpose

The intent of the use regulations in the plan district is to guide the redevelopment of St. Johns into a dynamic town center containing a strong mixed-use commercial and civic core supported by an enhanced pedestrian environment. These standards are also intended to encourage opportunities for the establishment of additional residential and mixed-use development that supports the commercial and civic core of the town center and supports the long-term revitalization of the Willamette riverfront.

33.583.110 Prohibited Uses

Quick vehicle servicing uses (examples include full-serve and mini-serve gas stations, car washes, etc.) are prohibited throughout the plan district. Vehicle repair and commercial parking uses are prohibited in the portions of the plan district near the riverfront. The reason for these prohibitions is to exclude uses that have adverse impacts on the pedestrian environment and transit-oriented, mixed-use development due to the presence of large parking areas, multiple curb cuts, vehicle stacking lanes, vehicle maneuvering areas, and the exhaust attributed to stationary running automobiles. Additionally, self-servicing storage, agriculture, and detention facilities are prohibited in the EX and EG zones near the riverfront as these uses are out of character and would adversely impact the intended urban development concept and plan vision for this area.

33.583.120 Retail Sales And Service Uses in the EG and EX Zones

This regulation places limitations on the amount of square footage of uses within the retail sales and service use category allowed on sites in the plan district. This regulation is intended to ensure that such uses do not dominate the EG and EX zoned portions of the district. This regulation is also intended to ensure that the downtown St. Johns commercial core is preserved and protected by limiting the amount and scale of retail development that is allowed within the remainder of the town center. It should be noted that the 60,000 sq. ft. limit per site was included to ensure the plan district is in compliance with "Title 4, Industrial and Other Employment Areas," of the *Metro Functional Plan*.



Use Regulations

33.583.100 Purpose

These regulations support St. Johns as the commercial and civic core of the North Portland peninsula by guiding the types and intensity of uses allowed in the plan district. These use regulations also ensure that land uses fostered within the plan district support an enhanced pedestrian environment and residential mixed-use development. Retail uses outside of the central commercial and civic core are limited to neighborhood-serving retail uses that will complement the riverfront area but do not compete with the uses located in the commercial core of the plan district.

33.583.110 Prohibited Uses

- A. Plan district.** Quick Vehicle Servicing is prohibited in the plan district.
- B. EG and EX zones.** The following uses are prohibited in the EG and EX zones:
 - 1. Vehicle Repair;
 - 2. Commercial Parking;
 - 3. Self-Service Storage;
 - 4. Agriculture; and
 - 5. Detention Facilities.

33.583.120 Retail Sales And Service Uses in the EG and EX Zones

- A. Purpose.** Limiting the floor area of Retail Sales And Service uses in the EG and EX zones ensures that they do not dominate the riverfront areas or overwhelm the transportation system and are generally limited to community-serving establishments.
- B. Maximum per use.** In the EG and EX zones, Retail Sales And Service uses are allowed. The square footage of the floor area plus exterior display and storage area of each use may be up to 10,000 square feet.
- C. Maximum per site.** In the EG and EX zones, the total floor area plus exterior display and storage area of all Retail Sales And Service uses on a site is limited to 60,000 square feet and a maximum FAR of 1:1. Retail Sales And Service uses where the floor area plus the exterior display and storage area is more than 60,000 square feet per site, or the FAR is more than 1:1 per site, are a Conditional Use. The approval criteria are in Section 33.815.128. Adjustments to this subsection are prohibited.



Development Standards

33.583.200 Purpose

The intent of the development standards is to guide the redevelopment of the St. Johns town center such that a strong commercial and civic mixed-use core, supported by an enhanced pedestrian environment, is created. These standards are also intended to encourage the development of residential and mixed-use development in the town center to support transit, and commercial and civic revitalization. These regulations also support the long-term evolution of the southern riverfront portion of the town center from an industrial/employment area to a mixed-use area. This riverfront area will include employment, residential, and neighborhood serving retail uses that support and enhance pedestrian environment and take advantage of their proximity to the river.

33.583.210 Drive-Through Facilities

Drive-through facilities are currently prohibited in the CS zone, allowed in the CG zone, and allowed in the CN2 zone if they are located on major city traffic streets or district collectors as designated by the *Transportation System Plan*. This regulation prohibits drive-through facilities in the CN2 and CG zones within the plan district to ensure that impacts on the pedestrian environment and pedestrian-oriented development, such as vehicle stacking lanes, maneuvering areas, and vehicle exhaust, do not occur.

Testimony to Planning Commission requested removal of the prohibition on drive-through developments. Planning Commission decided to allow redevelopment of existing drive-throughs under certain circumstances, similar to the way they are allowed in the Hollywood town center. Drive-through developments currently exist on five CS-zoned sites in the plan district:

1. 7410 N. Chicago Avenue (tax account number R323668)
2. 8671 N. Ivanhoe Street (tax account number R191979)
3. 7340 N. Philadelphia Avenue (tax account number R232273)
4. 8221 N. Lombard Street (tax account number R192890)
5. 8040 N. Lombard Street (tax account number R156044)

A provision is made to allow the drive-throughs on these sites to continue as part of redevelopment when certain conditions that support development of the St. Johns town center are met.



Development Standards

33.583.200 Purpose

These development standards foster a vibrant mixed-use area with well-designed buildings that are of a scale and orientation that support a safe and attractive pedestrian environment. These standards help minimize conflicts between commercial and residential uses, and ensure transit-supportive levels of residential development in the plan district. The standards also support existing sites with drive-through facilities by creating limited opportunity for these facilities to redevelop as part of development that fosters an urban intensity of uses.

33.583.210 Drive-Through Facilities. Drive-through facilities are prohibited, except when they meet the following:

1. There was a legal drive-through facility on the site on January 1, 2004;
2. The new drive-through facility is on the same site and the existing drive-through will be removed;
3. The new drive-through facility will be part of a development on the site that meets the lot coverage and setback requirements of the zone, and after the new development is built, the FAR on the site will be at least 1:1; and
4. The drive-through facility must either:
 - a. Meet the standards of Chapter 33.224, Drive-Through Facilities; or
 - b. Meet the following:
 - (1) The service area must be within the primary structure on the site;
 - (2) The service area must have useable floor area above it on the second story; and
 - (3) The stacking lanes must meet the standards of Section 33.224.050, Stacking Lane Standards, and must be enclosed within the primary structure on the site.



Development Standards Commentary (cont'd)

33.583.220 Exterior Activities in the EG and EX Zones

Exterior display, storage, and work activities are prohibited in the EX base zone, and exterior work activities are prohibited in the EG base zone. However, because these two zones and the provisions of this plan district are being used to create a mixed-use riverfront district, some exterior activities supportive of an enhanced pedestrian environment and mixed-use development are desirable. Thus, these provisions have been included in the plan district to ensure that pedestrian-oriented exterior activities are allowed and encouraged along the riverfront, in addition to exterior activities allowed by the base zones.

33.583.230 Housing Types Prohibited in the EG and EX Zones

To ensure efficient use of land and compact urban development when residential development is established in the EG and EX zoned portions of the plan district, detached single dwelling units are prohibited.



33.583.220 Exterior Activities in the EG and EX Zones. The following exterior activities are allowed in the EG and EX zones in addition to those permitted by the base zones:

- A. Purpose.** Exterior activities, such as outdoor cafes and exterior display of pedestrian-oriented services enhance the pedestrian environment of the plan district.
- B. Standard.** The following exterior activities are allowed in the EG and EX zones.
 - 1. Outdoor seating for restaurants; and
 - 2. Pedestrian-oriented uses, including flower, food, and drink stands, and other similar pedestrian-oriented uses.

33.583.230 Detached Houses Prohibited in the EG and EX Zones.

Detached houses are prohibited in the EG and EX zones.



33.583.240 Minimum Density in the R1 Zone

This regulation modifies the minimum density requirement for lots less than 10,000 sq. ft. in the R1 zone. The minimum density recommendation changes the current minimum of 1 unit per 2,000 sq. ft. to a minimum of 1 unit per 2,250 sq. ft. This regulation does not apply to corner lots.

A majority of lots in the R1 zone in the plan district are 5,000 sq. ft. in area and a number of lots are between 5,000 and 10,000 sq. ft. in area. On lots 5,000 sq. ft. in area the *Zoning Code* requires a minimum of three units. Bureau of Development Services staff and members of the development community state that it is difficult to redevelop these small sites with three or more units while providing the required off-street parking, landscaping and open space areas. Lots between 5,000 sq. ft. and 9,999 sq. ft. face similar constraints, which increase on sloping sites. In addition, community members desire to promote owner-occupied housing in the R1 areas. Reducing the minimum density in the R1 aims to satisfy these objectives by providing the option to develop two rowhouses on a mid-block 5,000 sq. ft. lot, a typical development that often results in owner-occupancy. This development type is currently supported by the market and fits with the community's desired character for this area.

To ensure that development expectations and potential are retained on these lots, the maximum density allowance of one unit per 1,000 square feet is retained. Note that the reduction in minimum density is not recommended for corner lots because it is generally easier to accommodate the minimum number of units and satisfy the development standards on lots with two street frontages. To address the community's aesthetic concerns, the design overlay is applied to all R1 areas in the plan district.

This situation is not unique to St. Johns and a case could be made to modify the minimum density requirement of the R1 zone on small lots elsewhere in the city. However, a number of factors present in St. Johns, including the sloped terrain, a desire to provide flexibility in housing design and encourage neighborhood reinvestment, result in this regulation. If the City Council determines that this issue needs to be considered on a citywide basis, the Bureau of Planning should be directed to include this issue as part of a citywide legislative project.



33.583.240 Minimum Density in the R1 Zone.

- A. Purpose.** Reducing the minimum density on small lots in the R1 zone provides flexibility for development of a broad range of dwelling types.
- B. Standard.** On lots less than 10,000 square feet in the R1 zone, the minimum density is 1 unit per 2,250 square feet of site area. This standard does not apply on corner lots.



33.583.250 Maximum Building Height

These regulations establish maximum allowable heights within the plan district. The maximum heights allowed correspond to those shown on Map 583-2. In most situations the height of the base zone applies; however, in the CN2 zone a bonus provision is applied to increase the maximum height from 30 to 45 feet (see Section 33.583.250, Bonus Option in the CN2 Zone). In the EX zone, these regulations allow an increased height to those shown on Map 583-2 when approved through a modification as part of Design Review.

An additional feature of Map 583-2 is a building height limitation of 30 feet, applied to specific riverfront areas. These areas are aligned with and the same width as the public rights-of-way located on the hillside to the north. The purpose of the height limitation ensures that development within these areas does not block views to the river and west hills from the public rights-of-way located up-slope of these areas.



33.583.250 Maximum Building Height

A. Purpose. The height regulations in the plan district protect public views and the character of St. Johns, the waterfront, and the residential area along the hillside. The height regulations work together with the Community Design Standards and Guidelines to ensure that the character and scale of new development is appropriate for this mixed-use area, and for the zone.

B. Standards.

1. Generally. The maximum building height for all sites is shown on Map 583-2 at the end of this chapter. Adjustments to these maximums are prohibited.
2. CN2 zone. In the CN2 zone, heights greater than those shown on Map 583-2 are prohibited unless allowed by Section 33.583.260.
3. EX zone. In the EX zone, increased height may be requested as a modification through Design Review, up to the maximums shown in parenthesis on Map 583-2. Heights greater than shown in parenthesis on Map 583-2 are prohibited.



33.583.260 Bonus Option for Housing in the CN2 Zone

In the CN2 zone, a bonus provision to increase the maximum height from 30 feet to 45 feet or 55 feet exists if residential development is incorporated into a site at a ratio of 25 percent or more of the net floor area of development on site. Additional bonuses to the development standards affecting the CN2 zone also apply if residential development is incorporated in a site. The following table illustrates the standards that are in effect with and without application of the development standards.

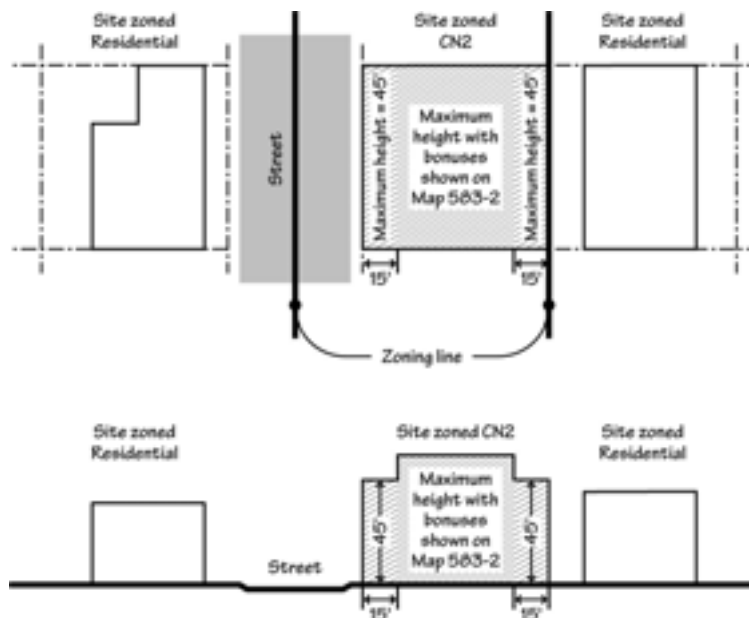
Comparison of Development Standards		
Standard	CN2 Zone	With Bonus
Maximum Height	30 feet	45 to 55 feet
Maximum FAR	.75 to 1	1 to 1
Maximum Building Coverage	65% of the site area	85% of the site area

In summary, if at least 25 percent of the floor area of the site is in residential use, this provision would allow buildings up to the bonus height (45 or 55 feet), rather than 30 feet, and an FAR of 1 to 1, rather than .75 to 1, for the non-residential uses on site. It should be noted that residential square footage is not counted toward the FAR maximums.

These standards are intended to encourage redevelopment of CN2 property within the plan district for residential or residential mixed-use development. This provision is applied rather than rezoning these areas from a commercial to residential zone because it will have less impact on existing commercial uses. Commercial uses are allowed in the CN2 zone. This approach is favored over the use of the Mixed Commercial/Residential (CM) zone as it provides an incentive to create residential use through development bonuses, rather than requiring residential development as a condition to any new development. This later approach (the use of CM) could have the unintended effect of discouraging redevelopment of large opportunity sites and result in a stagnation of development on these and adjacent sites in downtown St. Johns.

**33.583.260 Bonus Option for Housing in the CN2 Zone**

- A. Purpose.** The bonus option encourages the development of residential and mixed-use buildings within the St. Johns plan district.
- B. Where these regulations apply.** The regulations of this section apply to areas on Map 583-2 where bonus building heights are shown in parenthesis and where the zoning is CN2.
- C. Bonus.** Proposals providing housing receive bonus floor area. Where floor area is being added to a site, and at least 25 percent of the new floor area will be in residential use, a bonus of 0.25 FAR is earned for the non-residential uses on the site. Proposals using this bonus are also subject to the following development standards. Adjustments to this subsection are prohibited:
1. Maximum building coverage. The maximum building coverage is 85 percent of the site area; and
 2. Maximum height. The maximum height shown in parentheses on Map 583-2 is allowed. However, on the portion of the site within 15 feet of the lot line adjacent to or across the street from a site zoned residential, the maximum allowed building height is 45 feet. See Figure 583-1.

Figure 583-1



33.583.270 Building Coverage and Landscaping in the EX Zone

These regulations are intended to ensure that sites within the EX zone are not entirely developed with structures and that landscaped areas are incorporated into development sites. Landscaped areas provide potential benefits to development sites including:

- Improved aesthetic quality;
- Ability to provide on site stormwater management;
- Reduction of visual, noise and lighting impacts;
- Enhancement of the urban forest; and,
- Ability to provide a retreat for building occupants from the built environment.

This provision limits the total allowable building coverage of EX zoned sites in the plan district to 85 percent coverage and requires that a minimum of 15 percent of the site area be landscaped. The 85 percent building coverage is enough to allow the creation of a compact urban setting along the riverfront, enhanced by landscaped areas.

33.583.280 Residential Uses in the EG1 Zone

This regulation is intended to allow flexibility in the use of existing and new buildings in the EG1 zone. The provision allows a small amount of residential use in the General Employment 1 (EG1) zone for live/work and other alternative housing arrangements that may serve artists or others requiring residential and work spaces in proximity. The provision limits the residential density and floor area to minimize land use conflicts and the proliferation of housing in an overall employment setting. Residential use at greater intensity in new development is subject to the existing conditional use process.



33.583.270 Building Coverage and Landscaping in the EX Zone

- A. Purpose.** The building coverage and minimum landscape standards work with the FAR and height standards to control the overall scale and bulk of development and promote development consistent with the desired character of the plan district. These standards ensure that sites are landscaped, and that buildings do not completely cover a site.
- B. Maximum building coverage.** The maximum building coverage in the EX zone is 85 percent.
- C. Minimum landscaped area.** The minimum landscaped area in the EX zone is 15 percent. Landscape areas must be landscaped to at least the L1 standard.

33.583.280 Residential Uses in the EG1 zone

- A. Purpose.** This regulation provides flexibility in the use of structures in the EG1 zone to facilitate live/work development in an overall employment setting. The standards ensure that allowed residential uses will not dominate a site or area.
- B. Where these regulations apply.** These regulations apply in the EG1 zone outside the Riverfront Subdistrict.
- C. Residential uses.** Applicants for residential uses may choose to request a conditional use, or to meet the standards of this Section. Residential uses that meet the standards of this Section are allowed. Adjustments to this Section are prohibited. The standards are:
 - 1. Amount allowed. Up to 50 percent of the floor area on the site may be in residential use, up to maximum FAR of 0.5:1, and a maximum density of 1 dwelling unit for each 10,000 square feet of site area; and
 - 2. Measurement. The measurement standards of Subsection 33.130.253.C apply.



33.583.285 Additional Regulations in the Riverfront Subdistrict

This riverfront area of the St. Johns town center is a key community and city asset. The St. Johns riverfront accommodates industrial uses, but offers a unique opportunity to create a future mixed-use area that is well integrated into the greater St. Johns town center. The St. Johns riverfront may evolve over time from an employment area dominated by industrial uses and exterior storage to an urban mixed-use place that featuring a mix of housing, employment, community service, and limited commercial uses. These uses relate well to one another and to the greater plan district area through well-designed buildings and public spaces. The development standards of the Central Employment (EX) zone will ensure that the Riverfront Subdistrict is developed in a manner consistent with adjacent areas.

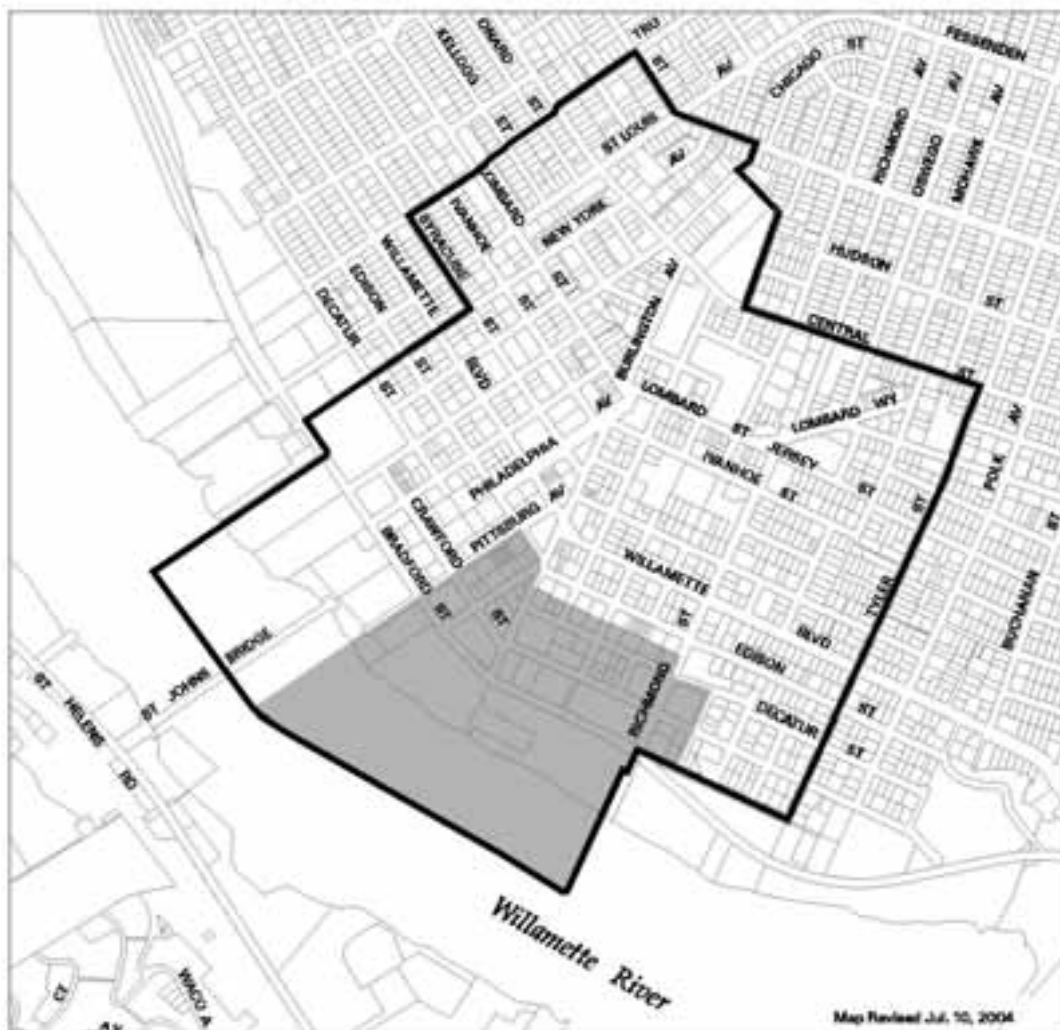
These regulations help support existing industry by limiting uses that may be less compatible with industry. The limitations also encourage development of housing and commercial office uses only in zones that allow these uses. They also encourage efficient use of land resources by setting a minimum density when all the floor area of a structure is residential.



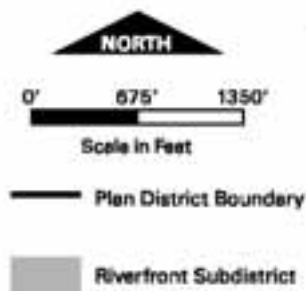
33.583.285 Additional Regulations in the Riverfront Subdistrict

- A. Purpose.** These regulations allow the Riverfront Subdistrict to continue to accommodate industrial uses, but foster the transition to an urban mixed-use area that is well integrated into St. Johns. Limiting some uses in the EG zones protects industry, and encourages development of housing and office uses only where appropriate.
- B. Where these regulations apply.** The regulations of this section apply to sites in the Riverfront Subdistrict, shown on Map 583-1.
- C. Prohibited uses in EG zones.** Residential and Office uses are prohibited in the EG zones.
- D. Minimum residential density in the EX zone.** Where all of the floor area on a site in the EX zone is in residential use, the minimum residential density is 1 unit per 1,000 square feet of site area.





Map Revised July 10, 2004

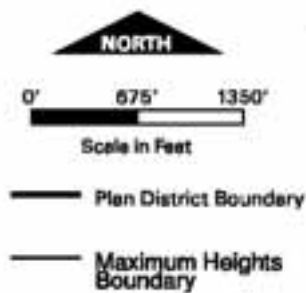
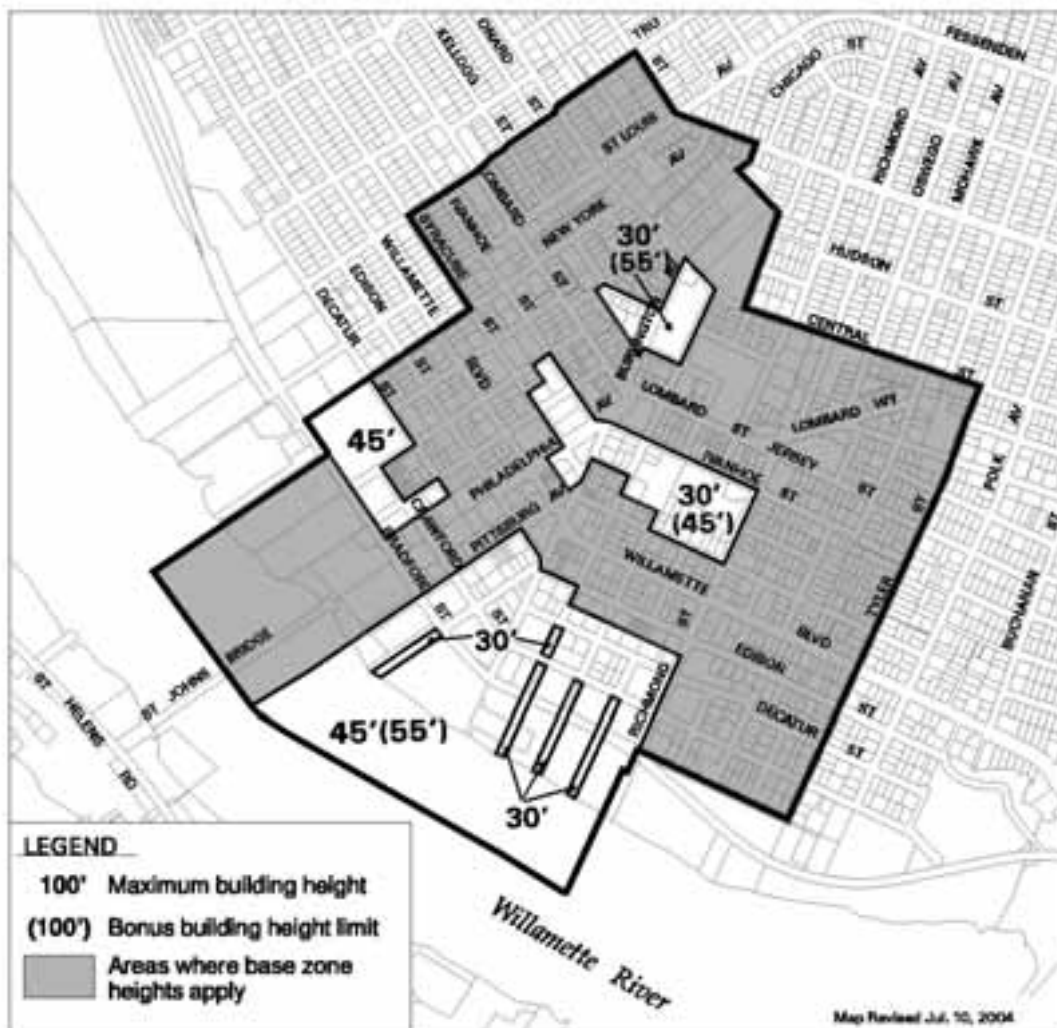


Map 583-1

St Johns Plan District and Subdistrict

Bureau of Planning • City of Portland, Oregon





Map 583-2

St Johns Plan District Maximum Heights

Bureau of Planning • City of Portland, Oregon



Chapter 33.455 Main Street Node Overlay Zone

This chapter was originally created to apply to Sandy Boulevard. However, this chapter is being restructured for use on other main streets in the city, such as North Lombard. Thus, the sections of this chapter are being reorganized to include sections applicable to all main streets, as well as North Lombard and Sandy Boulevard. Over time this chapter may be further modified to address conditions specific to other main streets in the city or new regulations may be added applicable to all main streets, if appropriate.

General

33.455.010 Purpose

The purpose statement has been revised so that it addresses main streets in the City of Portland in general, rather than Sandy Boulevard exclusively.

33.455.030 Where These Regulations Apply

This section has been revised to direct the reader to the general sections of the chapter that apply to all areas within the Main Street Node Overlay Zone, and to those sections that apply exclusively to North Lombard and those that apply to Sandy Boulevard.



CHAPTER 33.455
MAIN STREET NODE OVERLAY ZONE

(Added by Ord. No. 174325, effective 5/5/00)

(Previously, Interim Resource Protection Zone, added by Ord. No. 163697, effective 1/1/91,
deleted by Ord. No. 171219, effective 7/1/97.)

Sections:

General

33.455.010 Purpose

33.455.020 Short Name and Map Symbol

33.455.030 Where These Regulations Apply

North Lombard Regulations

33.455.100 Standards for Community Corners

Sandy Boulevard Regulations

33.455.200 Maximum Building Height

33.455.210 Maximum Floor Area Ratio

33.455.220 Transition Between Residential and Commercial Zones

33.455.230 On-Site Location of Vehicle Areas Along Sandy Boulevard in the CS Zone

33.455.240 Building Facades Facing Sandy Boulevard

33.455.250 Required Design Review

General

33.455.010 Purpose.

These regulations encourage a mix of residential, commercial, and employment opportunities within identified centers of activity along ~~Sandy Boulevard~~ identified main streets. The zone allows for efficient use of land at increased densities for the mutual reinforcement of public investments and private development. Allowing additional height and floor area for all uses encourages transit-supportive densities and a mix of uses and activities.

33.455.020 Short Name and Map Symbol.

The Main Street Node Overlay Zone is also referred to as the j zone, and is shown on the Official Zoning Maps with a "j" map symbol.

33.455.030 Where These Regulations Apply.

The regulations of this chapter apply to sites ~~zoned CS or EX~~ that are in the Main Street Node Overlay Zone. Sections 33.455.010 through 33.455.030 apply to all sites in the overlay zone. Section 33.455.100 applies to corner sites with frontage on North Lombard. Sections 33.455.200 through 33.455.250 apply to sites with frontage on Sandy Boulevard.



North Lombard Regulations

33.455.100 Standards for Community Corners

The urban design concept developed for the St. Johns/Lombard Plan shows five areas along N. Lombard identified as “community corners.” These corners are located at key intersections along Lombard where the community has stated a preference for development that reinforces an active and pleasant pedestrian environment.

Community corners are to be zoned CS, CG or a combination of these zones plus R1. The Main Street Node Overlay Zone is being applied to these corners to ensure that development of the corner enhances the pedestrian environment both on Lombard and along a section of the intersecting street that forms the corner.

The overlay seeks to accomplish this by:

- requiring that the intersecting street have the same ground floor window treatment as that required along Lombard Street;
- orienting ground level development within 10 feet of the street lot line on both intersecting streets; and
- Siting parking at least 40 feet from the corner of the intersecting streets.



North Lombard Regulations

33.455.100 Standards for Community Corners

A. Purpose. These standards create active use areas and community gathering places along major streets intersecting with North Lombard. These standards ensure that development at key intersections along North Lombard is oriented to enhance the pedestrian environment.

B. Standards.

1. Ground floor windows. The standard of 33.130.230.B.3 must be met along both street frontages.
2. The ground level street facing façades of primary structures must be within 10 feet of both street lot lines.
3. Surface parking areas are not allowed within 40 feet of the corner.



Sandy Boulevard Regulations

33.455.200 through 33.455.250

Sections 33.455.200 through .250 contain the same set of regulations applicable to Sandy Boulevard before the restructuring of this chapter. The following table notes the original section number and the new section number following restructuring:

Reorganization of Chapter 33.455 Section Numbers		
Title	Old Section Number	New Section Number
Maximum Building Height	33.455.040	33.455.200
Maximum Floor Area Ratio	33.455.050	33.455.210
Transition Between Residential and Commercial Zones	33.455.060	33.455.220
On-Site Location of Vehicle Areas Along Sandy Boulevard in the CS Zone	33.455.070	33.455.230
Building Facades Facing Sandy Boulevard	33.455.080	33.455.240
Required Design Review	33.455.090	33.455.250



Sandy Boulevard Regulations

33.455.200 Maximum Building Height.

33.455.210 Maximum Floor Area Ratio

33.455.220 Transition Between Residential and Commercial Zones

33.455.230 On-Site Location of Vehicle Areas Along Sandy Boulevard in the CS Zone

33.455.240 Building Facades Facing Sandy Boulevard

33.455.250 Required Design Review



Main Street Corridor Overlay Zone: Chapter 33.460

This chapter was originally created to apply to Sandy Boulevard. However, this chapter is restructured for use on other main streets in the city, such as North Lombard.

Thus, the sections of this chapter are reorganized to include sections applicable to all main streets, as well as North Lombard and Sandy Boulevard. Over time this chapter may be further modified to address conditions specific to other main streets in the city or new regulations may be added applicable to all main streets, if appropriate.

General

33.460.010 Purpose

The purpose statement has been revised so that it addresses main streets in the City of Portland in general, rather than Sandy Boulevard exclusively.

33.460.030 Where These Regulations Apply

This section has been revised to direct the reader to the general sections of the chapter that apply to all areas within the Main Street Corridor Overlay Zone, and to those sections that apply exclusively to North Lombard and those that apply to Sandy Boulevard.



CHAPTER 33.460

MAIN STREET CORRIDOR OVERLAY ZONE

(Added by Ord. No. 174325, effective 5/5/00.)
(Previously, Natural Resource Zone, repealed by Ord. No. 163770, effective 2/8/91,
and replaced by Chapter 33.435, Future Urban Zone.)

Sections:

General

- 33.460.010 Purpose
- 33.460.020 Short Name and Map Symbol
- 33.460.030 Where These Regulations Apply
- 33.460.0540 Building Coverage

North Lombard Regulations

- 33.460.100 Additional Regulations in the CN1 Zone
- 33.460.110 Additional Standards in the R1 Zone
- 33.460.120 Minimum Density in the R1 Zone

Sandy Boulevard Regulations

- 33.460.200 Bonus Building Height
- 33.460.210 Transition Between Residential and Commercial Zones
- 33.460.220 On-Site Location of Vehicle Areas Along Sandy Boulevard in the CS Zone
- 33.460.230 Building Facades Facing Sandy Boulevard
- 33.460.240 Required Design Review

General

33.460.010 Purpose

These regulations encourage higher density residential uses by allowing greater building heights, reducing required building coverage for residential development; and allowing more flexibility in site design. The intent of the zone is to provide transit-supportive levels of residential ~~uses, in addition to~~ and mixed-use development ~~uses along the Sandy Boulevard identified main streets, between centers of commercial and mixed-use activity.~~

33.460.020 Short Name and Map Symbol

The Main Street Corridor Overlay Zone is also referred to as the m zone, and is shown on the Official Zoning Maps with an "m" map symbol.

33.460.030 Where These Regulations Apply

The regulations of this chapter apply to sites ~~zoned CS or CG that are in the Main Street Corridor Overlay Zone.~~ Sections 33.460.010 through 33.460.040 apply to all sites in this overlay zone. Sections 33.460.100 through 33.460.120 apply to sites with frontage on North Lombard. Sections 33.460.200 through 33.460.240 apply to sites with frontage on Sandy Boulevard.

33.460.0540 Building Coverage

On sites in the CS zone, where 100 percent of the floor area of a building is in residential uses, the minimum building coverage is reduced to 40 percent.



North Lombard Regulations

33.460.100 Additional Regulations in the CN1 Zone

The urban development concept for the *St. Johns/Lombard Plan* shows two areas along N. Lombard identified as “residential focus areas.” These areas are currently zoned General Commercial (CG), but contain a mix of commercial and residential uses.

The “residential focus area” concept calls for development of residential mixed-use buildings and housing along with compatible commercial uses. To accomplish this, the recommendation is to rezone these areas from CG to CN1 (Neighborhood Commercial 1) and to apply the Main Street Corridor Overlay to foster transit-supportive and pedestrian oriented development, and offer bonus development standards as an incentive if residential development is incorporated into a site.

To encourage mixed-use development and housing, a height and floor area bonus is offered. The maximum height and floor area ratio (FAR) are modified to provide an incentive for development of residential floor area. To use the bonus option, 25 percent or more of the floor area being added to the site must be in a residential use. The table below illustrates the development standards of the CG and CN1 zones, as well as the standards that apply if the bonus provision were used. Note that residential square footage is not counted toward the FAR maximums.

Comparison of Development Standards			
	CG	CN1	Bonus Option
Height	45 ft.	30 ft.	45 ft.
Floor Area Ratio	3 to 1	.75 to 1	1 to 1

Since Commercial uses are allowed in the CN1 zone, this approach to encouraging residential and mixed-use development will create fewer non-conforming uses than if the areas were rezoned to a residential zone. This approach is favored over the use of the Mixed Commercial/Residential (CM) zone as it provides an incentive to develop, rather than requiring residential development.

To accommodate mixed use, residential, and neighborhood oriented commercial development, the base zone limitations on size of Retail Sales and Service and Office uses are increased from 5,000 square foot per use to 10,000 square feet. Larger uses may seek an adjustment to this standard. In addition, parking ratios of the CN1 zone are increased to the maximum standard allowed for other commercial zones.



North Lombard Regulations

33.460.100 Additional Regulations in the CN1 Zone

- A. Purpose.** These regulations encourage residential mixed use development and housing, in addition to small scale commercial development along sections of North Lombard Street to foster a transit-oriented main street environment. Size of uses are specified to promote commercial uses along the main street that serve a local market area, while limiting their potential impacts on residential uses. Parking standards for the CN1 zone are revised to provide adequate parking opportunity for development along a main street.
- B. Where these regulations apply.** These regulations apply to sites in the CN1 zone.
- C. Floor area for Retail Sales and Service and Office uses.** Each individual use is limited to 10,000 square feet of total floor area exclusive of parking area.
- D. Maximum allowed parking.** The maximum allowed parking in the CN1 zone is Standard B in Table 266-2.
- E. Bonus option for housing.** Proposals providing housing receive bonus floor area. Where floor area is being added to a site, and at least 25 percent of the new floor area will be in residential use, a bonus of 0.25 FAR is earned for non-residential uses on the site. Proposals using this bonus are subject to the following development standards:
1. Height. The maximum building height is 45 feet.
 2. The maximum FAR for non-residential uses is 1:1. Adjustments to this maximum are prohibited.



33.460.110 Additional Standards in the R1 Zone

The standards for R1 sites respond to Planning Commission testimony requesting a higher level of design for multidwelling residential development along or near N. Lombard Street. Concerns were raised about compatibility of medium density residential structures with nearby single dwelling neighborhoods and the quality of construction materials.

In response to these concerns, the design overlay zone ("d") was considered for the R1 areas. These areas are essentially transition sites between the commercial sites along Lombard and established single dwelling neighborhoods. However, discretionary design review is not applied because it is difficult to effectively apply design review to narrow segments. Discretionary design review works best when applied to an identifiable district or area.

Although discretionary design review is not applied, the objective standards of design review – the Community Design Standards (CDS, Chapter 33.218) – have applicability for the R1 areas. In selecting standards, the objective is to focus on improving the front façade of the building (how the building relates to the public realm, as opposed to how it relates to existing development), and to minimize the amount and complexity of regulation. The standards are a subset of the existing CDS for structures in the R1 Zone. They accomplish the following: limit the area of front-facing garages, require a front-facing main entrance, require variation for large buildings, and limit options for exterior finishes. Other CDS were considered, including roof pitch, window trim, foundation landscaping, pairing of driveways, and eaves. However, these standards are not applied because they lean toward a particular style of housing rather than how the building addresses the public realm, or because they are addressed in other regulations.

Design of multidwelling structures is an issue throughout the City. A Bureau of Planning project currently underway, the Infill Design Project, is exploring this issue in detail, and will result in recommendations for design improvements citywide. In the interim, the plan includes essential standards that improve the street-level presence of new residential development within the Lombard corridor.



33.460.110 Additional Standards in the R1 Zone

- A. Purpose.** These standards ensure that development of sites with the potential for medium density development along or adjacent to the main street:
- contributes positively to established neighborhoods and the area's character;
 - creates a strong physical and visual connection between the living area and the street, and the main entrance and the street; and
 - improves the transition between development in the commercial and single-dwelling zone areas.
- B. Where these standards apply.** The standards of this section apply to duplexes, attached houses, and multidwelling structures in the R1 zone.
- C. Adjustments.** Adjustments may be requested to these standards; they may not be modified through design review.



33.460.110 Additional Standards in the R1 Zone, continued

Following are the Community Design Standards referenced in the code:

110 E. Large building elevations divided into smaller areas. The front elevation of large structures must be divided into smaller areas or planes. When the front elevation of a structure is more than 750 square feet in area, the elevation must be divided into distinct planes of 500 square feet or less. For the purpose of this standard, areas of wall that are entirely separated from other wall areas by a projection, such as the porch or a roof over a porch, are also individual building wall planes. This division can be done by:

1. A porch, a dormer that is at least 4 feet wide, or a balcony that is at least 2 feet deep and is accessible from an interior room;
2. A bay window that extends at least 2 feet; or
3. Recessing a section of the façade by at least 2 feet; the recessed section must be at least 6 feet long.

110 G.1. Location of main entrance. The main entrance of each primary structure must face the street lot line. The following are exceptions to this standard:

- a. On corner lots the main entrance may face either of the streets or be oriented to the corner.
- b. For buildings that have more than one main entrance, only one entrance must meet this requirement.
- c. Entrances that face a shared landscaped courtyard, landscaped to at least the L1 General Landscaping standard, are exempt from this requirement.

110 H. 4.Attached garages. When parking is provided in a garage attached to the primary structure and garage doors face a street the following standards must be met:

- a. The garage must not be more than 40 percent of the length of the building frontage or 12 feet long, whichever is greater. Proposals in the Irvington Conservation District are exempt from this standard;
- b. The front of the garage can be no closer to front lot line than the front façade of the house;
- c. Garage doors that are part of the street-facing elevations of a primary structure may be no more than 75 square feet in area; and
- d. There may be no more than one garage door per 16 feet of building frontage.

110 J. Exterior finish materials. The standards of this subsection must be met on all building facades:

1. Plain concrete block, plain concrete, corrugated metal, plywood and sheet pressboard are not allowed as exterior finish material, except as secondary finishes if they cover no more than 10 percent of the surface area of each façade. Composite boards manufactured from wood or other products, such as hardboard or hardplank, may be used when the board product is less than 6 inches wide.



33.460.120 Additional Standards in the R1 Zone, continued

D. Standards.

1. Community design standards. The following standards of Section 33.218.110, Community Design Standards for Primary and Attached Accessory Structures in the R3, R2, and R1 Zones, must be met:
 - a. 110.E; Large building elevations divided into smaller areas;
 - b. 110.G.1; Location of main entrance;
 - c. 110.H.4; Attached garages; and
 - d. 110.J.1; Exterior finish materials.



33.460.110 Additional Standards in the R1 Zone, continued

D (2) This regulation applies an existing 15 percent minimum window or door area requirement in the R1 zone to multidwelling structures. Currently, this regulation only applies to houses, attached houses, duplexes and manufactures homes in the R1 zone. Multidwelling structures are required to have a minimum of 8 percent windows.

For consistency, this same standard is applied both here in the main street overlay zone and in the St. Johns plan district for R1 sites:

D (3) This standard requires that only corner lots have alley access, amending an existing Community Design Standard. For sites served by alleys, the Community Design Standards require motor vehicle access from the alley to limit driveways along the street frontage. This standard is relevant since platted alleys exist within the Lombard corridor. However, most of the alleys are not paved or improved to city standards. This standard therefore may create a hardship for mid-block sites, where the cost of improvements to the alley may deter development. Amending the standard so that it applies only to corner sites will minimize the amount of alley improvements required of any one site.



33.460.110 Additional Standards in the R1 Zone, continued

2. At least 15 percent of the street facing facade must be windows. Windows used to meet this standard must allow views from the building to the street. Glass block does not meet this standard. Windows in garage doors do not count toward meeting this standard, but windows in garage walls do count toward meeting this standard. Development on flag lots or on lots which slope up or down from the street with an average slope of 20 percent or more is exempt from this standard.
3. Corner lots with alley access. If the site is a corner lot that is adjacent to an alley, access for motor vehicles must be from the alley.



33.460.120 Minimum Density in the R1 Zone

This standard reduces the minimum density on small sites in the R1 zone, and is identical to the minimum density standard for the St. Johns plan district (Section 33.583.240 of this document). The regulation modifies the minimum density requirement for lots less than 10,000 sq. ft. in the R1 zone. The minimum density is amended from a minimum of 1 unit per 2,000 sq. ft. to a minimum of 1 unit per 2,250 sq. ft. This regulation does not apply to corner lots.

The regulation is recommended because a majority of lots in the R1 zone in the plan district are 5,000 sq. ft. in area and a number of lots are between 5,000 and 10,000 sq. ft. in area. On lots 5,000 sq. ft. in area the *Zoning Code* requires a minimum of three units. Bureau of Development Services staff and members of the development community state that it is difficult to redevelop these small sites with three or more units while providing the required off-street parking, landscaping and open space areas. Lots between 5,000 sq. ft. and 9,999 sq. ft. face similar constraints, which increase on sloping sites. In addition, community members desire to promote owner-occupied housing in the R1 areas. Reducing the minimum density in the R1 aims to satisfy these objectives by providing the option to develop two rowhouses on a mid-block 5,000 sq. ft. lot, a typical development that often results in owner-occupancy. This development type is currently supported by the market and fits with the community's desired character for this area.

To ensure that development expectations and potential are retained on these lots, the maximum density allowance of one unit per 1,000 square feet is retained. Note that the reduction in minimum density does not apply to corner lots because it is generally easier to accommodate the minimum number of units and satisfy the development standards on lots with two street frontages. To address the community's aesthetic concerns, the design overlay is applied to all R1 areas in the plan district.

This situation is not unique to St. Johns and a case could be made to modify the minimum density requirement of the R1 zone on small lots elsewhere in the city. However, a number of factors present in St. Johns, including the sloped terrain, a desire to provide flexibility in housing design and encourage neighborhood reinvestment, result in this regulation. If the City Council determines that this issue needs to be considered on a citywide basis, the Bureau of Planning should be directed to include this issue as part of a citywide legislative project.



33.460.120 Minimum Density in the R1 Zone

- A. Purpose.** Reducing the minimum density on small lots in the R1 zone provides flexibility for development of a broad range of dwelling types.
- B. Standard.** On lots less than 10,000 square feet in the R1 zone, the minimum density is 1 unit per 2,250 square feet of site area. This standard does not apply on corner lots.



Sandy Boulevard Regulations

33.460.200 through 33.460.240

Sections 33.460.200 through .240 contain the same set of regulations applicable to Sandy Boulevard before the restructuring of this chapter. The following table notes the original section number and the new section number following restructuring.

Reorganization of Chapter 33.460 Section Numbers		
Title	Old Section Number	New Section Number
Bonus Building Height	33.460.040	33.460.200
Transition Between Residential and Commercial Zones	33.460.060	33.460.210
On-Site Location of Vehicle Areas Along Sandy Boulevard in the CS Zone	33.460.070	33.460.220
Building Facades Facing Sandy Boulevard	33.460.080	33.460.230
Required Design Review	33.460.090	33.460.240

It should be noted that prior Section 33.460.050 (Building Coverage), has been renumbered as 33.460.040 and has been placed in the "General" section of this chapter as this provision is proposed to apply to both North Lombard and Sandy Boulevard.



Sandy Boulevard Regulations

33.460.200 Bonus Building Height

33.460.210 Transition Between Residential and Commercial Zones

33.460. 220 On-Site Location of Vehicle Areas Along Sandy Boulevard in the CS Zone

33.460.230 Building Facades Facing Sandy Boulevard

33.460.240 Required Design Review





ORDINANCE No. 1 78452
As Amended

Adopt and implement the St. Johns/Lombard Plan (Ordinance; amend Title 33)

The City of Portland Ordains:

Section 1. The Council finds:

1. Portland's *Comprehensive Plan* was adopted on October 16, 1980, acknowledged for compliance with Statewide Planning Goals on May 3, 1981, and again on January 25, 2000, and updated as a result of periodic review in June 1988, January 1991, March 1991, September 1992, and May 1995.
2. Oregon Revised Statutes (ORS) 197.628 requires cities and counties to review their comprehensive plans and land use regulations periodically and make changes necessary to keep plans and regulations up-to-date and in compliance with Statewide Planning Goals and State laws. Portland is also required to coordinate its review and update of the *Comprehensive Plan* and land use regulations with State plans and programs.
3. Portland *Comprehensive Plan* Goal 10, Plan Review and Administration, states that the *Comprehensive Plan* will undergo periodic review to ensure that it remains an up-to-date and workable framework for land use development.
4. Portland *Comprehensive Plan* Policy 10.2, Comprehensive Plan Map Review, establishes a community and neighborhood planning process for the review and update of the Portland Comprehensive Plan Map.
5. Portland *Comprehensive Plan* Goal 3, Neighborhoods, calls for preserving and reinforcing the stability, diversity, residential quality, and economic vitality of the City's neighborhoods, while allowing for increased density.
6. Neighborhood and area plans serve as components of the *Comprehensive Plan* and are intended to promote patterns of land use, urban design, infrastructure facilities and services that encourage and contribute to the economic, social, and physical health, welfare, and safety of the neighborhood and the city.
7. The area plan is an advisory document for directing and managing change over time. The adopted vision statement, policies, objectives, and zoning implementation measures of the *St. Johns/Lombard Plan* will serve as an official guide to decision-making, public deliberation, and investments.
8. Information used for the formulation of the policies and objectives of the *St. Johns/Lombard Plan* was based on Portland land use, natural resource, and public



1 78452

infrastructure inventories, economic and transportation analyses, public comments from workshop and open house events, and other meetings, presentations and events.

9. The Bureau of Planning developed the *St. Johns/Lombard Plan* with participation from interested neighborhood and business associations, property owners, business persons and citizens and with cooperation from other bureaus and agencies.
10. Public involvement and outreach activities included regular consultation with citizen and technical advisory groups, neighborhood walks, visioning and urban design workshops, and open houses. Staff also attended numerous neighborhood and business association meetings and convened special-purpose advisory groups to assist in crafting and evaluating plan proposals.
11. The four neighborhood and two business associations in the plan study area each named a representative to the project's citizen working group (CWG). In addition, six "at-large" members were selected through an open application process to form a twelve-person working group. The group began meeting in March 2002 and has met over twenty times over the course of the project. Citizen working group members are listed at the beginning of the *St. Johns/Lombard Plan*. These representatives informed staff on neighborhood and business issues and other matters related to the project and reviewed components and drafts of the *St. Johns/Lombard Plan* throughout its formulation.
12. A technical advisory group (TAG) composed of representatives from public service providers, city agencies, and other governments and organizations participated in the review of components and drafts of the *St. Johns/Lombard Plan* throughout its formulation. Members of the TAG are listed at the beginning of the *St. Johns/Lombard Plan*.
13. The *St. Johns/Lombard Plan* provisions reinforce community development efforts by encouraging the involvement of residents, businesses, and organizations into activities that benefit the St. Johns and Lombard Street commercial areas and their surrounding neighborhoods.
14. *St. Johns/Lombard Plan* provisions implement or are consistent with the Statewide Planning Goals, the Oregon Transportation Planning Rule, the Region 2040 Plan, the Metro Urban Growth Management Functional Plan, and the Portland Comprehensive Plan, as explained in the *Recommended St. Johns/Lombard Plan: Findings Report* attached as Exhibit B and incorporated as part of this ordinance. These rules, policies, plans, provide a basis for integrating new residential, commercial and employment activities into the study area.
15. The *St. Johns/Lombard Plan* includes an urban development concept and implementation action charts, which are adopted by resolution. The action charts represent a commitment from public and private groups to help implement the *St. Johns/Lombard Plan*.



1 7 8 4 5 2

16. The Notice of Proposed Action and copies of the *St. Johns/Lombard Plan* were mailed to the Oregon Department of Land Conservation and Development as required by ORS 197.610 on July 1, 2003.
17. Written notice of the September 9, 2003 Portland Planning Commission and September 4, 2003 Portland Design Commission public hearings on the *Proposed St. Johns/Lombard Plan* was mailed to 1262 interested parties on August 4, 2003. Measure 56 notification of the September 9, 2003 Portland Planning Commission and September 4, 2003 Portland Design Commission public hearings on the *Proposed St. Johns/Lombard Plan* was mailed to all property owners affected by changes to the base zone or allowed uses of property on August 12, 2003 and August 15, 2003.
18. On September 4, 2003, the Portland Design Commission held a public hearing on the *Proposed St. Johns/Lombard Plan*. The Design Commission discussed the Plan at public meetings on December 4, 2003 and January 15, 2004, and recommended that City Council adopt the design-related provisions of the *Recommended St. Johns/Lombard Plan* as amended.
19. On September 9, 2003, the Portland Planning Commission held a public hearing on the *Proposed St. Johns/Lombard Plan*. The Planning Commission discussed the Plan at public meetings on October 14, 2003, November 25, 2003, December 9, 2003, and January 13, 2004. On January 13, 2004, the Planning Commission recommended that City Council adopt the *Recommended St. Johns/Lombard Plan*.
20. Written notice of the March 17, 2004 City Council public hearing on the *Recommended St. Johns/Lombard Plan* was mailed to individuals who testified at the Planning Commission and Design Commission hearings and other interested individuals on February 25, 2004. A Measure 56 notification of the March 17, 2004 City Council public hearing on the *Recommended St. Johns/Lombard Plan* was mailed to all property owners potentially affected by Planning Commission recommended amendments to the base zoning or allowed use of property (where such recommended amendments differed from the *Proposed St. Johns/Lombard Plan*) on February 20, 2004.
21. The Vision Statement, Policies, Goals and Objectives, Master Street Plan, design review provisions and zoning measures of the *St. Johns/Lombard Plan* will serve as an official guide to public and private decision-making and investment in the plan area.
22. It is in the public interest that the recommendations contained in the *St. Johns/Lombard Plan* be adopted to direct change in the study area. These recommendations are consistent with Statewide Planning Goals, Metro's Functional Plan and the City's Comprehensive Plan for the reasons stated in the findings in Exhibit B.



1 78452

NOW, THEREFORE, the Council directs:

- a. The *Planning Commission Recommended St. Johns/Lombard Plan*, dated February 2004 and contained in the attached Exhibit A, is hereby adopted.
- b. Amend Ordinance No. 150580, Portland's *Comprehensive Plan*, to augment the *Comprehensive Plan Vision* with the Vision included in the *St. Johns/Lombard Plan*, and incorporate by reference in Policy 3.6, *Neighborhood Plans*, the *Planning Goals*, *Objectives*, and *Policies* of the *St. Johns/Lombard Plan*, as shown in Exhibit A.
- c. The *Portland Comprehensive Plan Map* and the *Zoning Map* of the City of Portland are amended, as shown in Exhibit A.
- d. The *Community Design Guidelines* are amended as shown in Exhibit A. The *Desired Characteristics and Traditions* statements included in Exhibit A will be used by design review bodies as extensions of *Community Design Guideline P1, Plan Area Character*, in the *St. Johns Plan District*.
- e. Title 33, *Planning and Zoning* of the Code of the City of Portland, Oregon, is amended as shown in Exhibit A.
- f. The commentary in Exhibit A is adopted as legislative intent and as further findings.
- g. Exhibit B, *Recommended St. Johns/Lombard Plan: Findings Report*, which contains findings on applicable statewide planning goals, the Metro functional plan, and Portland *Comprehensive Plan*, is adopted as findings of fact.
- h. Adopt the *Master Street Plan* of the *St. Johns/Lombard Plan* as a supporting document of the *Comprehensive Plan* and direct the Office of Transportation to incorporate the *St. Johns/Lombard Master Street Plan* and an implementing objective into *Comprehensive Plan Policy 11B* during the next update to the *Transportation System Plan*.

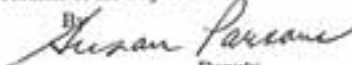
Section 2. This Ordinance shall be in full force and effect 45 days after Council adoption.

Passed by the Council,

MAY 26 2004

Mayor Vera Katz
Barry Manning
March 17, 2004

GARY BLACKMER
Auditor of the City of Portland

By 
Deputy



RESOLUTION No. 3 6 2 1 9
As Amended

Adopt the St. Johns/Lombard Plan Urban Development Concept and Action Charts (Resolution)

WHEREAS, neighborhood and area plans are intended to promote patterns of land use, urban design, infrastructure facilities, and services which encourage and contribute to the economic, social, and physical health, welfare, and safety of the area and the city; and

WHEREAS, the *St. Johns/Lombard Plan* was developed with the cooperation of City bureaus and other public agencies and with the participation of neighborhood organizations, property owners, business persons, area residents, and other interested persons; and

WHEREAS, the attainment of the vision, urban development concept, goals, policies, and master street plan of the *St. Johns/Lombard Plan* is dependent upon the coordination of independent actions carried out by private interests, public service providers, and community-based associations; and

WHEREAS, action charts describe the proposed implementation projects, programs, and regulations of the *St. Johns/Lombard Plan*, identify appropriate timeframes for their implementation, and identify agents to oversee or participate in the implementation of an action; and

WHEREAS, the *St. Johns/Lombard Plan* urban development concept represents a refinement of the community's vision for the St. Johns town center and North Lombard main street, and serves as a general blueprint for realizing that vision by identifying elements of urban form that are to be preserved, changed, and enhanced; and

WHEREAS, the *St. Johns/Lombard Plan* vision, goals, policies, and master street plan are adopted as part of the *Comprehensive Plan*, and actions taken to implement the *St. Johns/Lombard Plan* also uphold the *Comprehensive Plan*; and

WHEREAS, public notice was mailed on August 4, 2003 to interested persons, and on August 12, 2003 and August 15, 2003 to all property owners directly affected by plan proposals regarding the Portland Planning Commission and the Portland Design Commission public hearings held on September 9, 2003 and September 4, 2003 respectively; and

WHEREAS, the Portland Planning Commission held a public hearing and accepted public testimony on September 9, 2003, and continued deliberation on the plan at public meetings on October 14, 2003, November 25, 2003, December 9, 2003 and January 13, 2004, and voted to recommend that the City Council adopt the urban development concept and action charts of the *St. Johns/Lombard Plan*; and



3 6 2 1 9

WHEREAS, the Portland Design Commission held a public hearing and accepted public testimony on September 4, 2003, and continued deliberations at public meetings on December 4, 2003, and January 15, 2004, and voted to recommend that the City Council adopt the related design amendments of the *St. Johns/Lombard Plan*, and

WHEREAS, the Planning Commission's and Design Commission's recommendations on the *St. Johns/Lombard Plan* are contained in Exhibit A; and

WHEREAS, it is in the public interest that the recommendations contained in the *St. Johns/Lombard Plan* be adopted to direct and manage change in the St. Johns town center and North Lombard main street areas of Portland.

NOW, THEREFORE, BE IT RESOLVED by the Council of the City of Portland, a municipal corporation of the State of Oregon, that the City Council adopt the urban development concept and action charts of the *St. Johns/Lombard Plan* as shown in Exhibit A, and that:

BE IT FURTHER RESOLVED that the implementation actions associated with the action charts of the *St. Johns/Lombard Plan* are approved by City Council as a starting place for projects, programs and regulations that will help implement the policies of the plan; and

BE IT FURTHER RESOLVED that all actions are adopted with the understanding that they may need to be adjusted or replaced with more feasible alternatives. Identification of an implementor for an action is an expression of interest and support with the understanding that circumstances will affect the implementor's ability to take action; and

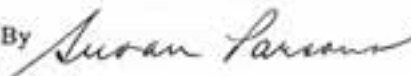
BE IT FURTHER RESOLVED that the City Council authorizes the City agencies identified on the action charts as implementors to engage in activities aimed at implementing the projects, programs and regulations called for in the action charts of the *St. Johns/Lombard Plan*; and

BE IT FURTHER RESOLVED that the City Council authorizes and directs the Bureau of Planning staff to make minor changes to the action charts of the *St. Johns/Lombard Plan* that correct typographical errors and to ensure parallel construction.

Adopted by the Council, MAY 26 2004

Mayor Vera Katz
Barry Manning
March 17, 2004

GARY BLACKMER
Auditor of the City of Portland

By 

Deputy

Appendix B: Outreach Log

St. Johns/Lombard Plan Public Outreach Log						
DATE	MEETING/EVENT	LOCATION	SPONSOR	No.	COMMENTS	STAFF
03/05/01	Meeting w/Mike Fitz, pres. No. Ptd Bus. Assn	Jubitz Truck Stop		3	Introduce Plan	Ellen Wax, Julia Gisler
03/18/01	Mtg. w/Coordinator of Portsmouth Vision 20/20	Peninsula CDC office		3	Introduce Plan to coordinator	Wax, Gisler
	Portsmouth Vision 20/20 steering committee	Peninsula CDC office	Portsmouth Vision 20/20	8	Introduce plan to committee	Wax, Gisler
04/11/01 – 10/26/01	Outreach Committee meetings (total of 12)	United House of Prayer for all Peoples	BOP	10 – 20	Meets 2 nd and 4 th Wednesday of month with standing Outreach Committee	Plan team
04/21/01	Clean up North Portland	Lombard Street	BOP, Metro, Peninsula Clean Team	n/a		Charlotte Larson
06/02/01	Portsmouth Neighborhood Plan kick-off event	Columbia Cottage	BOP/TCAP / PCDC/HAP	20		
06/13/01	Smart Development Workshop	Water Pollution Control Lab	ODOT/BOP	35	TGM grant funding for workshop	Wax, Larson
06/19/01	St. Johns Business Boosters	Dad's restaurant	Boosters	16	Introduce plan to general membership	Wax, Larson
06/23/01	El dia de San Juan	Street Fair on N. Charleston Ave		n/a	Introduce plan, staffed table with info	Wax
07/09/01	St. Johns NA monthly mtg	Water Pollution Control Lab	Neigh. Assoc.	30	Introduce plan to general membership	Wax
08/01/01	Portsmouth Neighborhood Plan meeting – to discuss com. development	Columbia Cottage	BoP/TCAP/ PCDC/HAP	~10		Plan staff, Gisler, Steve Gerber
08/18/01	St. Johns in 21 st Century target area committee mtg	SJ Community Center	SJ21	15	Introduce plan	Wax, Marguerite Feuer-sanger
08/25/01	Back-to-School Readiness Fair	St Johns Community Center.	Caring Community	n/a	Provided info on the SJ/L planing process; Wish List activity; Find-Your-Home activity.	A.E. Riis, Larson
09/08/01	Latino Festival	Cathedral Park	SJ21	n/a	Provided SJ/L Plan info.	Plan staff, Joan Fred-erikson
09/27/01	Meeting with plan area businesses invited by N. Ptd. Bus. Assoc.	Water Pollution Control Lab	BOP and N PDX BA	~40	Facilitated discussion with business owners; provided SJ/L Plan info.	Plan team
10/13/01	Walking Together – Banner Celebration	United Methodist Church	Portsmouth Vision 20/20	n/a	Provided SJ/L Plan info.	Riis
10/13/01	Native American Festival	University Park Comm. Center	Univ Park Comm. Ctr.	n/a	Provided SJ/L Plan info.	

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10/18/01	Open House/Kick-Off	Roosevelt HS	BOP	117	Available to answer questions about planning process and take comments on issues related to transportation and built and natural environments	Plan staff, other agency staff
11/12/01	Cathedral Park Neighborhood Mtg	Water lab	Cathedral Park	~20	Intro Barry Manning; presented info about plan; solicit CWG members	Barry Manning
11/19/01	Parks Vision 20/20	St. Johns Community Ctr.	Parks	~15	Provided SJ/L Plan info.	Riis
11/26/01	St Johns NA Board Mtg	Comm Ctr	St Johns NA	10	Intro Barry Manning; presented info about plan; solicit CWG members	Manning
11/26/01	University Park NA Board Mtg		Univ. Park NA	10	Intro Barry Manning; presented info about plan; solicit CWG members	Manning
11/27/01	Portsmouth NA Board Mtg	Columbia Cottage	Portsmouth NA	10	Intro Barry Manning; presented info about plan; solicit CWG members	Manning
12/17/01	Peninsula optimists	Tom's Pizza	Optimists	15	Infor about plan, business involvement and CWG; w/ Cornelius Swart	Manning
1/4/02	St Johns Boosters Board Mtg	Boosters' office	Boosters	5	Infor about plan, business involvement and CWG	Manning
1/10/02	Pedestrian Awareness project Mtg	Water lab	Ped Awareness Group	15	Infor about plan, transportation issues	Manning, Rich Newlands
1/12/02	Latino Resource Center Planning	Kenton Firehouse	SJ 21	10	Info about plan and Latino outreach and Latino CWG member	Manning
1/16/02	SJ 21 Mtg	Community Center	SJ 21	14	Info about plan and Latino and business outreach	Manning
1/17/02	Library Siting Mtg	Portsmouth Middle School	Multnomah County	40	Discussion about 2 sites for new library – one on Lombard/Huron and Columbia Villa. Serena Cruz and Ginnie Cooper led meeting; Cruz will recommend Columbia Villa site to Mult. Co. Commissioners in Feb 2002	Feuer-sanger
1/18/02	Business Canvassing	St Johns	BOP	n/a	Door to door canvassing of businesses providing plan information and seeking CWG participants	Manning, Riis
1/18/02	Business Canvassing	Lombard	BOP/PDOT	n/a	Door to door canvassing of businesses providing plan information and seeking CWG participants	Newlands, Mauricio Leclerc
1/23/02	Business Canvassing	St Johns	BOP	n/a	Door to door canvassing of businesses providing plan information and seeking CWG participants	Manning, Feuer-sanger

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1/23/02	Business Canvassing	Lombard	BOP/PDOT	n/a	Door to door canvassing of businesses providing plan information and seeking CWG participants	Leclerc
1/23/02	St Johns Boosters/Joe Beeler	Boosters' office	Boosters	4	Meeting to discuss plaza plans and public input	Manning, Feuer-sanger
2/9/02	Latino Outreach Meeting	North Ptld. Firehouse	NPNO	6	Discussed SJLP and Latino input	Manning
2/23/02	African American Celebration	University Park Community Center	Metro, Portsmouth Vision 20/20	100+	We provided info on the plan and encouraged people to fill out the Community Comment Survey (15 completed forms)	Feuer-sanger
2/28/02	Project Interwoven Tapestry Workshop #3, Receiving Comm.	Asian Family Center, NE Glisan	ONI, Interwoven Tapestry	80	Panel discussion with leaders of immigrant communities; obtained information on effective outreach strategies to immigrants/refugee groups	Feuer-sanger
3/13/02	Citizen Working Group (CWG) Initial Meeting	Columbia Cottage	BOP	13	Presented project background, solicited TGM review, etc	Plan staff
04/03/02	Vision Workshop	St. Johns Com Ctr 8427 N Central	BOP	75	Project update presentations, followed by group exercise to develop a vision for the plan area.	Plan staff; ZGF staff; LCA staff
4/20/03	N. Ptld Neighborhood Clean-up	St. Johns and Portsmouth	NPNO	n/a	Passed out literature on SJLP	Manning
04/25/02	Project Interwoven Tapestry Workshop #4, Dynamic Differences	Asian Family Center, NE Glisan	ONI, Interwoven Tapestry	40	Panel discussion and group exercises.	Riis
5/01/02	CWG Meeting	Water Lab	BOP	9		Plan staff
05/04/02	Neighborhood Walk #1: Lombard East	Columbia Cottage 4339 N Lombard	BOP	22	Opportunity to explore plan area with community members and get their input on ideas for future change.	Plan staff; ZGF staff
05/08/02	Neighborhood Walk #2: Lombard Central	St. Johns Fam. Ctr. 6443 N Lombard	BOP	11	Opportunity to explore plan area with community members and get their input on ideas for future change.	Plan staff; ZGF staff
05/18/02	Neighborhood Walk #3: Downtown St. Johns	Pioneer Uni. Methodist Ch. 7528 N Charleston	BOP	30	Opportunity to explore plan area with community members and get their input on ideas for future change.	Plan staff; ZGF staff
05/04/02	Neighborhood Walk #4: Cathedral Park/Riverfront	Water Poll Ctrl Lab 6543 N Burlington	BOP	31	Opportunity to explore plan area with community members; get their input on ideas for future change.	Plan staff; ZGF staff

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6/05/02	CWG Meeting	Water Lab	BOP	11		Plan staff
6/19/02	SJ 21 Meeting	Comm Ctr.	SJ21	n/a	Provided information on SJLP	Manning
06/20/02	Neighborhood Walks/Vision Workshop Follow-up Meeting	St. Johns Com Ctr 8427 N Central	BOP	51	Presentation of results from neighborhood walks and vision workshop, followed by informal staff/citizen interaction session.	Plan staff; ZGF staff; LCA staff
06/22/02	Lombard Street Fair	Between N Fiske and N Portsmouth	Local businesses	n/a	Made project information available and explained planning process.	Riis
6/24/02	Peninsula Optimists	Tom's Pizza	Optimists	~10	Provided information on SJLP	Manning
6/26/02	Peninsula Kiwanis	SJ Pub	Kiwanis	~10	Provided information on SJLP	Manning, Newlands
7/10/02	CWG Meeting	Water Lab	BOP	12		Plan staff
07/23/02	Cathedral Park NA Land Use Committee	Water Lab	Cath Pk	8	Provided info on zoning/comp plan; discussed R5 to RH zone change issues	Manning
8/14/02	CWG Meeting	Water Lab	BOP	9		Plan staff
08/26 & 08/28/02	Hmong Community Outreach Forums	Baha'i Center 8720 N Ivanhoe	Planning and St. Johns 21 st Century	21; & 13	Provided info on plan and process; initiated dialogue w. participants on transportation, housing, community life, recreation, commercial issues.	Feuer-sanger
9/02	Latino Outreach Forums (3)		Planning, Latino Network, St. Johns 21 st Century		Provided info on plan and process; initiated dialogue w. participants on transportation, housing, community life, recreation, commercial issues.	Leclerc
9/04/02	CWG Meeting	Water Lab	BOP	12		Plan staff
9/25/02	St. Johns Heritage Association	North Precinct		23	Provided info on plan; asked about their goals for historic preservation – education, national register listings, public art/plaques.	Feuer-sanger
9/26/02	North Portland Business Association General Meeting	Lung Fung	NPBA	~20	Provided information on SJLP	Manning
9/26/02	Metro Council	Interstate Firehouse	Metro	15	Plan update for Metro Council at request of Rex Burkholder	Manning
10/02/02	National Walk to School Day	Ivanhoe @ John Ave. to James John Elementary	Pedestrian Awareness Project	~150	A walk to show support for safety awareness in St. Johns. 7:15am to 7:45am	Newlands, Feuer-sanger
10/02/02	CWG Meeting	Water Lab	BOP	8		Plan staff
10/15/02	CWG Meeting	Water Lab	BOP	8		Plan staff
10/23/02	Urban Design WS 1	Roosevelt	BOP	58	Discussed design concepts for sub areas with public	Plan staff, consultant team

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11/6/02	CWG Meeting	Water Lab	BOP	8		Plan staff
11/19/02	SJ Boosters General Meeting	St. Johns Pub	Boosters	~12	Project update/briefing; discussed future business meeting	Manning, Newlands
11/21/02	Urban Design WS 2	Roosevelt	BOP	57	Discussed refined design concepts for sub areas with public	Plan staff, consultant team
12/3/02	Columbia Corridor Assn. Trans Subcommittee	port	CCA	5	Informed CCA trans subcommittee on plan concepts	Manning, Newlands
12/4/02	CWG Meeting	Water Lab	BOP	11		Plan staff
1/8/03	CWG Meeting	Water Lab	BOP	12		Plan staff
1/14 & 1/15/03	3 rd /4 th grade class, Jane Rockwell teacher	James John Elementary School	BOP	30	Presentation on St. Johns history; brainstorm on future uses for the old Safeway site and Cathedral Park	Feuer-sanger, Leclerc
1/22/03	African American Club	Roosevelt High School	BOP	25	Explored ideas to involve students in plan process; talked with students about how they use the area; possibility for future project-based work	Feuer-sanger, Leclerc
1/22/03	CWG Meeting	Water Lab	BOP	8		Plan staff
1/30/03	Shrunk Tower resident meeting	Shrunk tower	BOP	15	Presentation on plan and process; work to date. Discussed resident's concerns regarding transportation, livability issues.	Leclerc, Feuer-sanger
2/5/03	CWG Meeting	Water Lab	BOP	9		Plan staff
2/7/03	St Johns Boosters Board: MTIP			n/a	Q& A regarding MTIP application endorsement	Newlands
2/11/03	Cathedral Park Neighborhood Assoc. Board: MTIP			n/a	Q& A regarding MTIP application endorsement	Newlands
2/20 & 2/21/03	Business Open Houses	Frente Comun (2/20); Peninsula Senior Ctr (2/21)	BOP	17	Provided information about plan process to date; urban design concepts. Comparison data (population, income, households) for other main street areas shared.	Manning, Newlands Feuer-sanger (2-20 only)
3/5/03	CWG Meeting	Water Lab	BOP	9		Plan staff
3/10/03	St Johns Neighborhood Assoc. General membership: MTIP	Community Center	SJNA	~20	Q& A regarding MTIP application endorsement	Newlands
3/24/03	North Portland Business Association	Daily Bread restaurant	NPBA	12	MTIP application endorsement	Newlands, John Gillam
3/26/03	Kiwanis Club	St. Johns Pub	Kiwanis	15	Update on plan process; urban design concept	Feuer-sanger
3/31/03	St Johns Neighborhood Assoc. Board	Community Center	SJNA	~10	MTIP application endorsement	Newlands

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4/2/03	CWG Meeting	Water Lab	BOP	10		Plan staff
4/17/03	CWG Meeting	Water Lab	BOP	8		Plan staff
4/29/03	North Portland Rotary	Double tree	Rotary	~20	Presented draft plan ideas	Manning
5/7/03	CWG Meeting	Water Lab	BOP	6		Plan staff
5/13/03	Portland Bicycle Advisory Committee	City Hall		12	Proposed bike lanes on Lombard proposal	Newlands
5/17/03	Discussion Draft Open House	Community Center	BOP	104	Shared Draft Plan concepts and implementation ideas: Urban Development Concept; transportation improvements; proposed Comp Plan and Zoning maps and draft code; proposed design areas; economic analysis	Plan staff, consultant team
5/20/03	Portland Pedestrian Advisory Committee	Portland Bldg.		12	Proposed pedestrian improvements	Newlands
6/04/03	CWG Meeting	Water Lab	BOP	10		Plan staff
6/9/03	St Johns Neighborhood Assoc	St Johns Community Center	SJNA	30	Plan update MTIP grant status	Manning, Newlands
6/26/03	CWG Sub-group	St Johns Pub	CWG	2	Discuss transport details	Manning, Newlands
7/02/03	CWG Meeting	Water Lab	BOP	8		Plan staff
7/11/03	North Portland Bus Tour	Mobile	HAP + NPBA	~20	Presented draft plan ideas	Manning
7/28/03	Peninsula Optimists	Tom's Pizza	Optimists	10	Discuss transportation and plan	Newlands
7/23/03	CWG Meeting	Water Lab	BOP	8		Plan staff
8/06/03	CWG Meeting	Water Lab	BOP	8		Plan staff
8/11/03	St. Johns Neighborhood Assn. Meeting	Community Center	SJNA	~ 20	Presentation and discussion on proposed plan	Manning, Newlands
8/12/03	Friends of Cathedral Park	Water Lab	FOCP	~ 20	Presentation and discussion on proposed plan	Manning
8/21/03	North Portland Business Association	Lung Fung	NPBA	~20	Presentation and discussion on proposed plan	Newlands, Feuer-sanger
8/25/03	University Park Neighborhood Association	Methodist Church	UPNA	~30	Presentation and discussion on proposed plan	Newlands, Feuer-sanger
9/2/03	Portsmouth Neighborhood Assn.	Columbia Cottage	TCAP	~17	Presentation and discussion on proposed plan	Manning, Newlands
9/3/03	CWG Meeting	Water Lab	BOP	n/a		Plan staff
9/25/03	Industrial property owners north of bridge	Water Lab	BOP	6	Discussed industrial and zoning issues	Manning, Joe Zehnder
10/1/03	CWG update/meeting	Water Lab	BOP	n/a		Plan staff
10/21/03	SJ Boosters General Meeting	Café Nola	SJB	~12	Presentation and discussion on proposed plan; Q&A	Manning, Nan Stark

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11/5/03	CWG update/meeting	Water Lab	BOP	n/a		Plan staff
11/13/03	Stop the SJLP	St. Johns Community Center	Concerned Neighbors Group	~130	Listened to citizen concerns; answered questions; 5-minute presentation	Plan staff
11/18/03	SJ Boosters General Meeting	Café Nola	SJB	~12	Presentation and discussion on proposed plan; Q&A	Manning, Newlands
11/24/03	University Park NA	Methodist Church	UPNA	~20	Presentation and discussion on proposed plan; Q&A	Manning, Newlands
12/10/03	CWG update/meeting	Senior Center	BOP	6		Plan staff
01/12/04	St. Johns NA Meeting	Community Center	SJNA	~20	Presentation and discussion on proposed plan; Q&A	Manning, Newlands, Feuer-sanger
01/14/04	CWG update/meeting	Water Lab	BOP	8		Plan staff
01/26/04	Informational Open House for Business Community	Water Lab	NPBA, SJ Boosters; BOP	~35	Presented information on recommended plan; answered questions	Plan staff; Zehnder
01/29/04	Stop the SJLP	St. Johns Community Center	Concerned Neighbors Group	~90	Listened to citizen concerns; answered questions	Manning
02/04/04	CWG update/meeting	Senior Ctr.	BOP	n/a		Plan staff
02/28/04	Recommended Plan Informational Open House	St. Johns Community Center	CWG	~150	CWG explained role; staff explained Recommended Plan; answered questions	Plan staff