

URB10-1.1

October 9, 1980

Ms. Karen Arden  
1300 S.W. 5th Ave.  
Suite 2600  
Portland, Oregon 97201

Dear Ms. Arden:

As per our telephone conversation we wish to reaffirm our information to you regarding off-street parking requirements in the City of Portland Ax Zone.

We checked the requirements with Rod O'Hiser (Downtown Planning) and offer this information:

Condominiums - one space for condo with conditional use approval.

Rentals - one off street space for 1½ units with conditional use approval.

Parcels within the south end Ax Zone such as yours are limited to 20% of the area for commercial purposes.

Access to off-street parking may be from S.W. Clay Street. Access to any other abutting street would require a variance.

For better clarification please call Rod O'Hiser at 248-4292.

Sincerely,

M. J. Martini  
Sr. Traffic Engineer

MJM:mc

Ar



# SWAN ISLAND

## GAZETTE QUARTERLY

Swan Island Gazette is published quarterly through the cooperation of the City of Portland, the Port of Portland, and Tri-Met.

Vol. 2, No. 3 September 1980

### Construction Project Update

Request for bids for construction of the **Mocks Bottom overcrossing** are expected to go out in October, with the opening of awards set for November. The one-year project should be completed by the end of 1981. By then, about 30 acres of Mocks Bottom land should be ready for new businesses. For more information on the overcrossing project, contact Carl Jonasson, Port of Portland, 231-5000.

Construction of the noise barrier for the **Going Street Noise Mitigation Project** is expected to begin next summer. Right-of-way property is now being acquired, and businesses and residents are being relocated. The City will also make sound reduction improvements to specified homes near Going Street. This work will begin late this year and should be completed by February 1981. For more information on this project, contact Ernie Yuzon, Portland Bureau of Streets and Structures, 248-4150.

The **Basin/Going interchange** reconstruction is expected to begin next spring, and the 18-month project should be completed by September 1982. Meanwhile, the Oregon Department of Transportation will begin the purchase of necessary right-of-way from the Port as soon as project funds are released by the U.S. Urban Mass Transit Administration. Project design changes include retaining the transit transfer station on Swan Island in its present location at Lagoon Avenue and Anchor Street. The extension of Anchor Street, which will be built as part of this project, will allow two-way traffic between Lagoon and Basin avenues, so that buses can travel directly from the transit station to Basin Avenue.

Right-of-way property for construction of the **Greeley Avenue/Interstate 5 ramps** is now being acquired. Ramp construction is scheduled to start in February 1982, with completion of the 2½-year project set for September 1984. The ramps will provide a second freeway access for Swan Island traffic from Greeley Avenue to I-5 southbound.

For more information on both of these projects, contact Donald E. Fantz, Oregon Department of Transportation, 238-8244.

### Vanpool Study Completed

The Portland Bureau of Planning recently completed a study on the feasibility of forming multi-employer vanpools in the city's major industrial areas. The consultants, ETA 2000, found that employee commute patterns and preferences would support the formation of vanpools in each of the six major industrial areas: Swan Island, Rivergate, Albina, Northwest, Brooklyn, and the Central Eastside. The consultants recommended that the city set

up a pilot program to help smaller employers purchase vans and start vanpools among two or more companies.

The city hopes to begin the pilot program by January 1981. The program would provide no-interest loans to small and medium-sized firms that wish to buy a van for a multi-employer vanpool. A vanpool coordinator would administer the loan program and help employers organize vanpools. The pilot program is expected to run for one year.

The vanpool study was funded by a grant from the U.S. Economic Development Administration, and the city is now applying for a grant for the pilot program. For more information on the vanpool study and the pilot program, contact Lee Hames or Judith Kenny at the Portland Bureau of Planning, 248-4254.

### Carpool Matching System

The Port is working to develop a new carpool matching system for shipyard employees that will make it easier for them to try ridesharing.

Outlined in the Swan Island Transportation Program, the system was planned in cooperation with Northwest Marine Iron Works. According to Sarah Salazar, Port transportation planner, the system will be self-operating with a board for carpool requests and a city map posted near the new entrance gate, next to the shipyard employee parking lot.

The Port hopes to have the system in operation by the end of the year.

### Shipyard Changes

The Portland Ship Repair Yard will be the scene of some changes over the next few months as several parking and transit improvements are made in conjunction with the opening of a new entrance gate.

The new gate, scheduled to open by October 1, is located at the foot of Channel Avenue, next to the shipyard employees' parking lot. With the opening of the new entrance, ship repair contractors plan to construct new time offices nearer to the employees' parking lot, according to Chuck McKeown, SRY manager.

An area for short-term parking outside the new gate will provide a pickup point for employees without creating traffic congestion.

Tri-Met buses will now line up around a nearby cul de sac to prevent congestion on the streets.



## Hudsick Named Director

Clifford A. Hudsick, former Port of Portland manager of planning and research, assumed responsibilities in June as director of the Port's newly created Economic Services Department.

In his new position, Hudsick oversees the activities of the Port's industrial development, legal, and grants administration divisions. In addition, he has responsibility for the issuance of Port industrial revenue bonds.

Working with Hudsick on projects involving Swan Island properties and tenant relations are Lyle Thompson, properties manager; Susan Hathaway-Marxer, business specialist; and Dick Gearhart, real estate manager.

## Port Files Subdivision Application

The Port took another step toward the goal of opening the Mocks Bottom industrial area by November 1981 when a subdivision application was filed with the City September 4.

The application package includes information regarding proposed streets, utilities and land divisions, and drainage questions for the property. A public hearing on the subdivision will be scheduled within the next month.

Once approved, the Port will prepare the final documents, record them and proceed with development.

First stages of development on Mocks Bottom will include construction of a bridge over the Union Pacific's main line tracks, as well as development of roads and utilities for some 30 acres in the southern portion of the property.

## Swan Island Run Slated

All Island employees are invited to participate in the third annual Swan Island Run, set for Saturday, November 8. The event is sponsored by the Portland Police Bureau's Sunshine Division and the U.S. Marine Corps.

Two events will be held: a 5-kilometer and a 10-kilometer race. Races will begin from the Navy and Marine Corps Training Center, 6735 N. Basin, at 10 a.m. Entry fee is \$5 preregistration by mail, and \$6 the day of the race.

All proceeds go to the Portland Police Sunshine Division.

The run is in commemoration of the Marine Corps' 205th anniversary.

Further information is available from Major Gary Kniss of the Marine Corps Reserve. He can be reached at 646-0372.



## From the Editors

This is the last issue of the *Swan Island Gazette*. However, news of interest to Swan Island businesses and employees will be included in *Portland Economic News*, a newsletter published by the Portland Bureau of Economic Development.

All Swan Island firms that received the *Gazette* will automatically receive *Portland Economic News*. This newsletter includes information on the City's activities in the area of economic development, as well as news related to Swan Island. If you do not wish to receive this newsletter, please contact Daina Upite, Portland Bureau of Economic Development, 248-4293.

Transit and rideshare news is published periodically by Tri-Met and will be sent to all transportation coordinators on Swan Island. For information on this newsletter, as well as Tri-Met's rideshare programs, contact Nancy Lang, Tri-Met marketing department, 238-4906.

We hope the *Gazette* fulfilled its purpose of informing you and your employees about upcoming changes on Swan Island. As projects unfold and Swan Island prepares for new development, we will keep you informed through the *Portland Economic News* and direct communication from the Port of Portland.



Tri-Met  
4012 S.E. 17th Avenue  
Portland, OR 97202

F 06A 0402 BUR20 FWD 2  
317 SW ALDER  
PORTLAND OR 97204

Mr. Mike Bauer  
Bureau of Traffic Engineering  
420 SW Main  
Portland, OR 97204



MM-Info

ZIMMER-GUNSUL-FRASCA PARTNERSHIP

A.I.A.

AX  
URB 101.1

File  
WETMORE  
James

Return To Files

## SOUTH PARK BLOCKS FRAMEWORK MASTER PLAN

### GENERAL GOAL

The South Park Blocks should be improved based upon a comprehensive development and program plan. Project improvements should address maintenance, recreational and community objectives.

### SPECIFIC GOALS

#### Design

- . The formal, linear simplicity of the Park Blocks should be maintained and enhanced.
- . The historical character of the Park Blocks should be reinforced.
- . The relationship between the Park Blocks and other downtown pedestrianways should be enhanced and strengthened.
- . The circulation system should be improved to permit easier pedestrian flow within and through the Park Blocks.
- . The relationship between the Park Blocks and adjacent properties should be enhanced and strengthened.
- . Basic maintenance improvements should be given priority.
- . General landscaping and lighting should be improved.
- . Selectively modify the adjacent parking patterns to enhance the image of the Park Blocks while responding to the parking needs of adjacent properties.

#### Program

- . Public and semi-public use of the Park Blocks should be promoted.
- . Provide space within the design of the Park Blocks for stopping and for activity centers.
- . The overall security in the Park and safety of the user should be improved.

### Recommendations

An on-going Park Advisory Committee may be formed to assist in reviewing development plans and recommending program priorities and to provide a vehicle of communication for issues effecting user groups.

A management plan for the maintenance and replacement of the existing disease-prone elms should be developed (by the City Forester).

for [signature]



## MAIN STREET DEVELOPMENT OBJECTIVES

Implement a consistent design concept for Main Street to encourage and assist developers to improve Main as a pedestrian-oriented street of benefit to both the private property owner and the general public.

- . Retain the designation of Main Street as a pedestrian corridor.
- . Encourage residential uses to front along Main Street and commercial and office uses to front along the north/south streets intersecting Main Street.
- . Access along Main Street should be limited to serve local auto access requirements of existing uses and developable property.
- . Extend the landscaping of the Park Blocks westward into AX Zone along Main Street.
- . Remove and/or limit on-street parking along Main Street.
- . Improve lighting and landscaping along Main Street.
- . Implement the ROW improvements on a phased basis with parking modifications made as development occurs.



AX ZONE IMPROVEMENT STUDY  
PHASE II - PROJECT DESIGN

April	Consultant begins work
April 15	Steering Committee Meeting <ul style="list-style-type: none"><li>- selection of members</li><li>- review of project scope and schedule</li></ul>
May 13	Steering Committee Meeting SOUTH PARK BLOCKS <ul style="list-style-type: none"><li>- review and discuss property owner interview</li><li>- discussion of goals and potential improvements</li></ul>
May 27	Steering Committee Meeting SOUTH PARK BLOCKS <ul style="list-style-type: none"><li>- discuss law enforcement issues</li></ul>
June 17	Steering Committee Meeting SOUTH PARK BLOCKS <ul style="list-style-type: none"><li>- reconcile goals and objectives</li><li>- discuss consultant prepared alternative concept designs</li></ul>
July 1	MAIN STREET <ul style="list-style-type: none"><li>- property owner interviews</li><li>- goal and objectives</li></ul> Steering Committee Meeting SOUTH PARK BLOCKS <ul style="list-style-type: none"><li>- refine design concept</li></ul> MAIN STREET <ul style="list-style-type: none"><li>- present and discuss design concept</li></ul>
July 11	Consultant completes document containing South Park Blocks design concept for public review  Consultant prepares Main Street concept for public review
July 14-August 12	Public Review of South Park Blocks framework concept <ul style="list-style-type: none"><li>- information meeting</li><li>- response meeting</li></ul> Public Review of Main Street Concept <ul style="list-style-type: none"><li>- information and response</li></ul>
July 23	Historic Landmarks Commission advisory review of projects
August 5	Planning Commission advisory review of projects
August 7	Design Review Committee advisory review of projects
August 12	Steering Committee Meeting SOUTH PARK BLOCKS <ul style="list-style-type: none"><li>- discussion of public review comments</li><li>- refine design concept</li><li>- refine objectives for improvement project design</li></ul> MAIN STREET <ul style="list-style-type: none"><li>- refine selected design</li></ul>



August 12-September 2	Consultant prepares design concept for improvement project. Begins production of South Park Blocks framework plan document.
September 2	Steering Committee Meeting - improvement project design concept - review of South Park Blocks framework plan and capital costs
September 19	Consultant produces final documents and submits to City SOUTH PARK BLOCKS - Framework and Master Plan - Scope drawings and specifications for improvement project MAIN STREET DESIGN DEVELOPMENT PROGRAM
October 7	Planning Commission hearing on South Park Blocks Framework Plan
October 16	Design Review Committee hearing and approval of improvement project design
October 29*	City Council hearing and approval of improvement project design
November 14	Engineering Consultant prepares construction drawings for improvement project
November 14-21	Review by appropriate city agencies
November 26-December 15	Refine construction drawings
December 15	Consultant submits drawings, specifications and cost estimates to City for contract bid

\*Tentative date

GS:sa  
 6/13/80



MTM - info

AX

AX Steering Committee  
Meeting Minutes  
June 17, 1980

Steering Committee Members Attending

Jessica Richman  
Fredrika Powell  
Amy Rapp  
Don Dietrich, Public Works  
Selwyn Bingham  
Paul Eckelman  
Bob Willoughby, CHDI  
Sam Galbreath, PDC  
Terrance O'Donnell

Staff Attending

Marlene Salon, Parks Bureau  
Gail Siegrist, Special Projects, Planning Bureau  
Bob Packard, ZGF  
Dave Esch, ZGF  
Greg Baldwin, ZGF  
John Nelson, Mitchell & Nelson Associates

Others Attending

Edith Zavin  
Keith Prentice

RECEIVED  
JUN 26 1980  
BUREAU OF  
TRAFFIC ENGINEERING

## Minutes

Gail Siegrist distributed copies of the revised schedule for the AX Zone Study. The schedule contains the dates of future Steering Committee meetings as well as outlines the steps in the public and formal review of the project.

Several committee members requested that we hold meetings earlier in the afternoon. The committee agreed to change the meeting time to 4:00 on Tuesday afternoon.

### MAIN STREET STUDY

Bob Packard distributed summaries of the interviews with property owners along Main St. All of the property owners from the intersection of Broadway to 13th Avenue along Main have been interviewed. He reported that most property owners are supportive of some improvements; that continued vehicular access is important to the developed properties; and that some of the interviewees misunderstood the intent of the Main Street Study. Several of those interviewed thought that the purpose of the Main St. study was to transform the street into a pedestrian mall without auto access. Bob clarified that the purpose of the study is to identify a design concept for Main St. that will encourage and assist developers to improve Main as a pedestrian-oriented street that benefits both the private property owner and the general public. The importance of continued auto-access had been emphasized and would be incorporated into the design concept for the street.

Paul Eckelman expressed his concern that the Main Street Project Property Owner Interview Summaries did not include a sheet for the Al Kader Shrine property. Bob explained that the omission was not intentional and would be corrected for the Al Kader Shrine property as well as for the Congregational Church.

Bob distributed copies of the Main Street Development Objectives, explaining that the general goal statement was based upon the AX Zone Notebook and comments from the Planning Commission and the City Council. The specific objectives, he explained, are a preliminary list of development objectives that were based on the AX Study as well as the Main St. property owner interviews. (see copy of the hand out entitled Main Street Development Objectives)

Paul Eckelman and Edith Zavín expressed their opposition to the City's plans for the AX Zone. Paul argued that, since the city has not adopted the AX Zone, it is not necessary to move forward with the proposed development objectives to pedestrianize Main St. or provide incentives for residential development. Edith said she views the area in the vicinity of Main as a medical/commercial/institutional center and does not see any purpose in destroying what now exists to create a residential center.

For the purpose of clarification, Sam Galbreath pointed out that the city has indeed adopted a zoning ordinance creating the AX Zone and in accepting the AX Zone Notebook the city council accepted a policy direction of promoting housing through improvements in the ROW. The Main St. Study as well as the South Park Masterplan are steps toward implementation of the city's housing objectives for the area. Sam mentioned that one of the medical buildings has been on the market for a long time and there has been a development proposal to convert the building for residential use.



Greg stressed that to proceed with the Main St. study, the committee must accept the city's housing policy as a premise. Gail Siegrist underscored that the Main St. Study is an extension of earlier planning studies. Main Street presented itself as a unique opportunity within the downtown because it ends at I-405.

Jessica Richman pointed out that the DCA enthusiastically supported the concept of the AX Zone and that the Historical Society has also expressed its support for housing in the area.

Amy Rapp expressed her positive feelings towards the objectives of the Main St. Study. She noted that the city is fortunate in having the Park Blocks and the opportunity to upgrade Main as a complement to the existing cultural and religious users. The Main St. Study, she commented, will not force anything on anyone, but rather will provide guidelines for future improvements that will further enhance the existing uses.

To provide the committee with additional background information Greg enumerated the three approaches for Main St. that previously had been discussed.

1. To offer property owners use of part of the ROW as a means to stimulate housing. The property owners would be able to utilize the land to enhance the adjacent housing as long as pedestrian access was provided. This approach was not taken because it was argued that Main is too important as a potential pedestrian corridor linking the AX Zone with the waterfront to be given to private property owners.
2. To masterplan Main St. as a pedestrian corridor and build it all at once. This approach was not taken because it was argued that public improvements alone might be an inadequate stimulant and that improvements should be coordinated with private development.
3. To provide a framework plan for public improvements in the ROW that could be implemented on an incremental basis as development occurs.

The third option was identified as the most appropriate approach for Main St. and is the approach the consultants are currently pursuing.

Bob Packard identified the need to present the committee with drawings illustrating a potential design concept for Main St. The drawings would provide the committee with a vehicle for understanding the design implications of the development objectives for Main. Bob stressed that the design scheme for Main will have to respond to existing uses as well as to the development potential of the undeveloped parcels. The interviews highlighted the parking needs of the property owners. One likely recommendation of this study will be for the city to undertake a parking study to address the needs of the existing and future uses in the AX Zone. In conclusion Bob identified other possible recommendations that could emerge as a result of this planning effort. One item was the potential recommendation that alternative parking facilities should be provided prior to implementing any ROW changes on Main. Another was the potential recommendation that no changes be proposed for Main St. at this point in time.

The committee agreed with Bob that it would be useful to review design concepts for Main St. at the July 1 meeting. The meeting was adjourned at 6:45 p.m.

## SOUTH PARK BLOCK MASTERPLAN

Greg initiated a discussion of the design concepts for the South Park Blocks. He pointed to illustrations of the design concepts on the wall and outlined the approaches they identified during the course of their work. One approach, he commented is to perform only basic maintenance improvements and remove badly damaged/hazardous trees.

Design Alternative #1 is to reinforce the historic character and formal, linear simplicity of the Park Blocks.

Design Alternative #2 is to modify the Park Blocks to create a series of individual parks, each responding to the functional needs of adjacent properties.

Greg indicated that they have reached the tentative conclusion that alternative #1, to reinforce the existing formal corridor, is the most appropriate alternative for the Park Blocks. By reinforcing the Park Blocks as a single north-south axis and by strengthening the formal quality of the blocks, the adjacent uses will be enhanced. He also recommended beginning to refine one concept rather than preparing alternative concepts for public review. The committee agreed with Greg's recommendation to select and refine one of the design concepts.

Dave Esch then described aspects of the first design approach in greater detail.

1. Reinforce the 2nd and 4th rows of trees in the Park Blocks.
2. Remove disfigured trees in the center row to create a wider corridor and develop an axial vista.
3. Remove the parking from the perimeter of the Park Blocks. He commented that there are 80,6 hour parking meters north of Jefferson which, in all likelihood, are used by P.S.U. students and could be removed without negatively impacting the adjacent uses.
4. Develop a more particularized parking treatment, such as diagonal parking, in the ROW adjacent to the abutting private property.

Greg diagrammed a recommended circulation pattern for the Park Blocks, a radial pattern of intersecting diagonal and perpendicular lines which could be repeated on most of the blocks. He identified the block between the two museums as an area that could be modified to allow for larger formal planting beds. Additional pieces of statuary could be located at the mid points of several of the blocks. In terms of reinforcing the historic character of the Park Blocks he clarified that the idea is to construct what might have been the original intent rather than reconstruct what was actually there one hundred years ago. Greg asked for a sense of direction from the committee. Selwyn Bingham said he favored alternative # 1 with a parking garage under the northern most block. Fredrika Powell added that she would like to see all of the surface parking removed. Sam Galbreath favored alternative # 1 and added that he thought limited parking for drop-off is needed and recommended making the refined concept a real development plan, one which would be feasible to implement. Marlene Salon also expressed a preference for the first design alternative. She voiced the desirability of refining the first alternative, while continuing to explore alternatives for the treatment of parking in the ROW. Diagonal parking, she felt, projected a suburban shopping mall image and as such might not be the best solution for a formal urban setting. She also suggested that the committee be presented with information on the number of existing parking spaces on the Park Blocks, the minimum requirements of each property for drop-off/short term parking, and the number of spaces that would be lost and regained by going with the recommended parking solutions.



5

The committee unanimously supported design alternative #1. Greg indicated they would present a refinement of that design concept at the next AX Steering Committee meeting.

MS.sw  
pc/ccf

BUREAU OF TRAFFIC ENGINEERING  
INTRA-OFFICE ROUTE SLIP

FROM Dick DATE 7/21/80

☒ STAFF  
☒ BAUER  
☒ BERGSTROM  
☐ BOLLING  
☐ BURDETTE  
☐ BUTTENHAM  
☐ CHADIMA  
☐ CHOATE  
☐ DAVIS  
☐ DORN  
☐ EVANS  
☐ FRANKLIN  
☐ HASSETT  
☒ JAMES  
☐ JAPPORT  
☐ KNUDSON  
☐ KOENIG  
☐ LOOMIS  
☐ MAGIN  
☐ MARTINI  
☐ MASCO  
☐ MASON  
☐ MUIR  
☐ NEELY  
☐ NISHIKAWA  
☐ NOZAKI  
☐ PARKS  
☐ PHELAN  
☐ SCHOMANN  
☐ SPEER  
☐ STARK  
☐ WEBER  
☐ WETMORE  
☐ WILSON, JIM  
☐ WILSON, MAURY

☐ CIRCULATE  
☐ INITIAL  
☐ FILE  
☒ FOR YOUR INFORMATION  
☐ FOR YOUR APPROVAL  
☐ ORDER  
☐ PREPARE ANSWER (DRAFT)  
☒ RETURN TO AX-File/PCS  
☐ SEE ME  
☐ INVESTIGATE AND REPORT  
☐ PLEASE PROCESS  
☐ PLEASE ATTEND  
☐ REVIEW AND COMMENT  
☐ PLEASE DISCUSS WITH ME

☐ PARKING PATROL DIVISION



THE CITY OF  
**PORTLAND**



**OREGON**

CONNIE McCREADY  
MAYOR

OFFICE OF  
PLANNING AND  
DEVELOPMENT

BUREAU OF  
PLANNING  
621 S.W. ALDER ST.  
PORTLAND, OR 97205

FRANK FROST  
ACTING DIRECTOR  
248-4253

CODE  
ADMINISTRATION  
248-4250

LONG RANGE  
PLANNING  
248-4260

SPECIAL  
PROJECTS  
248-4509

TRANSPORTATION  
PLANNING  
248-4254

HOUSING AND  
POPULATION  
248-5525

July 16, 1980

MEMORANDUM

TO: AX Steering Committee Members  
FROM: Gail Siegrist, <sup>cc</sup> Special Projects  
RE: Steering Committee Meetings

Attached are the minutes of the last two Steering Committee meetings held July 1st and July 8th. The Steering Committee will meet twice before August 12th, the next meeting according to the printed project scheduled distributed to committee members.

The first meeting is scheduled for THURSDAY, JULY 24TH at 4:30 P.M. at the Bureau of Planning, 621 SW Alder, Room 208. The purpose of this meeting is to view a film on urban parks entitled SOCIAL LIFE OF SMALL URBAN SPACES. Then we will discuss the issues raised in the film as they pertain to the study effort in the South Park Blocks.

On TUESDAY, JULY 29TH the Steering Committee will meet to discuss refinements and additional materials on the Main Street Design Concept. The meeting will be held at the office of Zimmer, Gunsul, Frasca, 111 SW Oak Street, 2nd floor beginning at 4:00 P.M.

If you have any questions please call me at 248-4509 or Marlene Salon at 248-4324.

GS:sa

attachment

**RECEIVED**

JUL 18 1980

BUREAU OF  
TRAFFIC ENGINEERING

*SPEER*  
*James*

ABB 10-1.1

RX Steering Committee  
Meeting Minutes  
July 1, 1980

Steering Committee Members Attending

Amy Rapp  
Fredrika Powell  
Jessica Richman  
Selwyn Bingham  
Dave Hill  
Fred Grisby (for Paul Eckleman)  
Sam Galbreath  
Steve Workman

Staff Attending

Gail Siegrist  
Karen Kramer  
Marlene Salon  
Bob Packard  
Dave Esch  
John Nelson

Others Attending

Sunny Cunningham  
Edith Zavin

MINUTES

The minutes of the last meeting, June 17th, were accepted without correction. Gail Siegrist began the meeting by informing the Committee that the City Council, during review of the proposed zoning code amendments of the Comprehensive Plan, changed the title of all the multi-family (apartment) zoning categories. The AX Zone, as a result, has been renamed the RX Zone. Gail also reviewed the background and intent of this planning effort for the South Park Blocks.

Bob Packard distributed a copy of the South Park Blocks Framework Plan concept to committee members. (A copy is attached). Dave Esch began the explanation and description of the concept plan. Dave reiterated that the design approach reinforces the historic character and formal, linear simplicity of the Park Blocks. A central axis through the Park Blocks would be created by elimination of the center row of trees either through removal or through natural attrition. The tree removal for the central axis would be compensated through reinforcement of the 2nd and 4th rows of trees. The circulation pattern in the Park Blocks themselves would reinstate the historic pattern of a north-south path, which is expanded in width; a mid-block east-west path or paths and a cross path pattern. The north-south sidewalk at the perimeter of the park would be eliminated and the curb eased out to allow additional room for the roots of the trees. In each block a central focus would be provided, which could include the addition of new art or statues. The block between the Historical Society and Art Museum is viewed as an important block. The design approach attempts to open the block to encompass the view of the two building facades and provide a stronger connection between the institutional uses. Additional open space for events is provided for in



the design approach in the park block across from the Masonic Temple. The design concept proposes to relocate the Lincoln Statue and provide a hard surface, water and power connections and a possible demountable cover for such use. To demarcate the intersection of the Park Blocks with Main, the design approach proposes to place the Lincoln Statue in the right-of-way, serving a function similar to the Elk at the east end of Main. The most northern block is designed to serve as a "forecourt" or formal entrance to the Park Blocks. The design concept also addresses the issues of automobile circulation and parking. The concept preserves auto circulation the entire length of the Park Blocks, however the design suggests a change in the function of the street. The intersections are necked down, trees added, and the parking pattern changed from parallel to diagonal to reinforce the local use circulation movements intended for Park and Ninth Avenues. The parking concept as shown on the illustration does result in a reduction of 85 spaces, equal to the number of long term or 6 hour metered spaces. A handout was distributed illustrating existing parking space allocation and the allocation under the design proposal. (This handout is attached)

Selwyn Bingham asked if the paving materials and other details had been decided. Selwyn and some other committee members felt that these details and the associated costs were necessary for evaluation of the concept during public review. Bob Packard explained that the purpose of this effort, the South Park Blocks Framework Plan was to delineate the concept and direction of the park and r.o.w. improvements. That the next step, final design would be undertaken when funding had been approved. Bob agreed and assured the committee that costs would be provided in this study's final product. At this point, however, the purpose of the public review period was to obtain a consensus for the overall design direction and solicit comments before proceeding towards additional detail, cost estimates and priorities.

John Nelson then presented an enlarged view of a typical park block so that the scale of the design concept could be understood. John stated that taller trees would be located towards the center and that lower trees would be located along edge or adjacent to the building. John expressed that adequate lighting was an issue in the park blocks. He has suggested at this time, that a more pedestrian scale lighting is appropriate and that lighting should be increased throughout the park with a greater intensity at the focal point in each block. He also suggested that the canopy of the trees be used to help distribute light like a lampshade, and would help to reinforce the open space quality of the park. John also presented a design approach for the intersections. The concept is similar to the transit mall where an improvement in the intersection "clues in" the motorist that he is entering a special area. The improvements can also enhance safe pedestrian crossings.

Bob Packard then reviewed the parking issue. He presented two possible underground parking solutions to respond to the concern regarding a reduction in the number of parking spaces along the Park and Ninth Avenues. One location was under the block between Salmon and Main; the other was between the Art Museum and the Historical Society. Bob explained that the issue of an underground parking structure would be addressed separately from the overall park design concept. The reason for this was the parking issue was greater than just the Park Blocks, it affects the entire AX Zone. The solutions proposed in this effort may not be the only ones possible nor may they be the best location given the broader context of the entire zone. By dealing with the parking issue separately, it is identified as a concern and an issue, but location or design of the underground parking does not become the determining factor in choosing the design concept for the South Park Blocks.

Some committee members voiced the concern that the design concept which could result in a reduced number of spaces should not be implemented until replacement parking is provided. The Committee did agree the parking issue extended beyond the South Park Blocks but re-emphasized it as a major concern of the immediate area. As well as the desire for the issue to be addressed in this effort. Sam Galbreath suggested that a recommendation of this study effort may be that full implementation of the design scheme can not occur without responding to the parking issue.

Fred Grigsby, representing Al Kadar Shrine, stated that regular size angle parking spaces would not provide adequate room for those persons most likely to use the spaces along the Masonic Temple frontage. Many of their users are elderly. Bob explained that the parking illustration shown on the design concept represented a "typical" solution, incorporating both short-term parking spaces and a drop-off zone. However, the intent of the design concept was to allow development of the parking solution to occur on a block-by-block basis in response to the needs of the adjacent development. The solution would be negotiated between the development and the City within the overall parameters of the design concept. Therefore if the Masonic Temple needed larger spaces or more drop-off spaces this could be discussed.

Other concerns regarding the design concept were expressed. One concern was the placement of the Lincoln Statute in the Main Street right-of-way. It was explained that the intent was to emphasize the intersection of the Park Blocks with Main while also serving to modify the motorists view of the function of Main. That function is that Main Street intended to serve the local needs of uses along the street. The addition of the statue, it was explained, does not prohibit automobile circulation. Adequate room remains on either side for passage by even emergency vehicles.

Jessica Richman stated that the DCA would favor the creation of the central "Allee", which dictates removal of the center row of trees through natural attrition of trees rather than forced removal. The Committee agreed.

Discussion then centered on the proposed location for the bandstand or removable cover. Jessica felt that due to the grade of the block where this use is proposed (between Madison and Main) that the block in front of the Art Museum was more appropriate. She pointed out that this block was already being used for the Wednesday evening concerts. Another committee member suggested that grade benefitted the use of this block as an event area by creating a natural amphitheater. Fredrika Powell also expressed the view that the block between Madison and Main was a good location because it placed the Park events closer to the elderly residents who preferred not to walk too far to participate. Sam Galbreath however, agreed with Jessica Richman stating that the block could be more fully utilized and that costs could be lessened by placing utilities in only one block. John Nelson pointed out however, that there was a need to relieve the pressure placed on the Art Museum block for events.

Jessica also stated that the 1979 study for South Park Blocks examined seating and favored fixed seating for security reasons. The concept as shown to the Committee suggested moveable bench seating. The committee agreed that fixed seating was the preferred solution.

It was suggested that instead of art in every block that water sculpture or fountains were an agreeable design feature. It was also suggested that the issue of security in parking structures should be addressed, at least through a policy, in this effort.

Steve Goetz, City Forester, said that the introduction of new paving materials, utilities and irrigation could contribute to a speedier decline of ill trees or begin a decline in healthy trees. This was because it altered the existing conditions. However, he indicated that certain measures could be undertaken to lessen the impact. Steve will meet with John Nelson to discuss these issues. Steve also emphasized that increased use of the park blocks would lead to increased maintenance needs. Therefore, he would like to see a recommendation of the study address the need for an increased and continuing commitment to the area.

Sam Galbreath suggested that after public review when costs are discussed that committee discuss how limited funds should be expended and when.

The Committee agreed that the design concept could go into public review. The discussion on the South Park Blocks did not leave time for review of the Main Street concept, therefore another meeting was scheduled for July 8th. The meeting was adjourned.

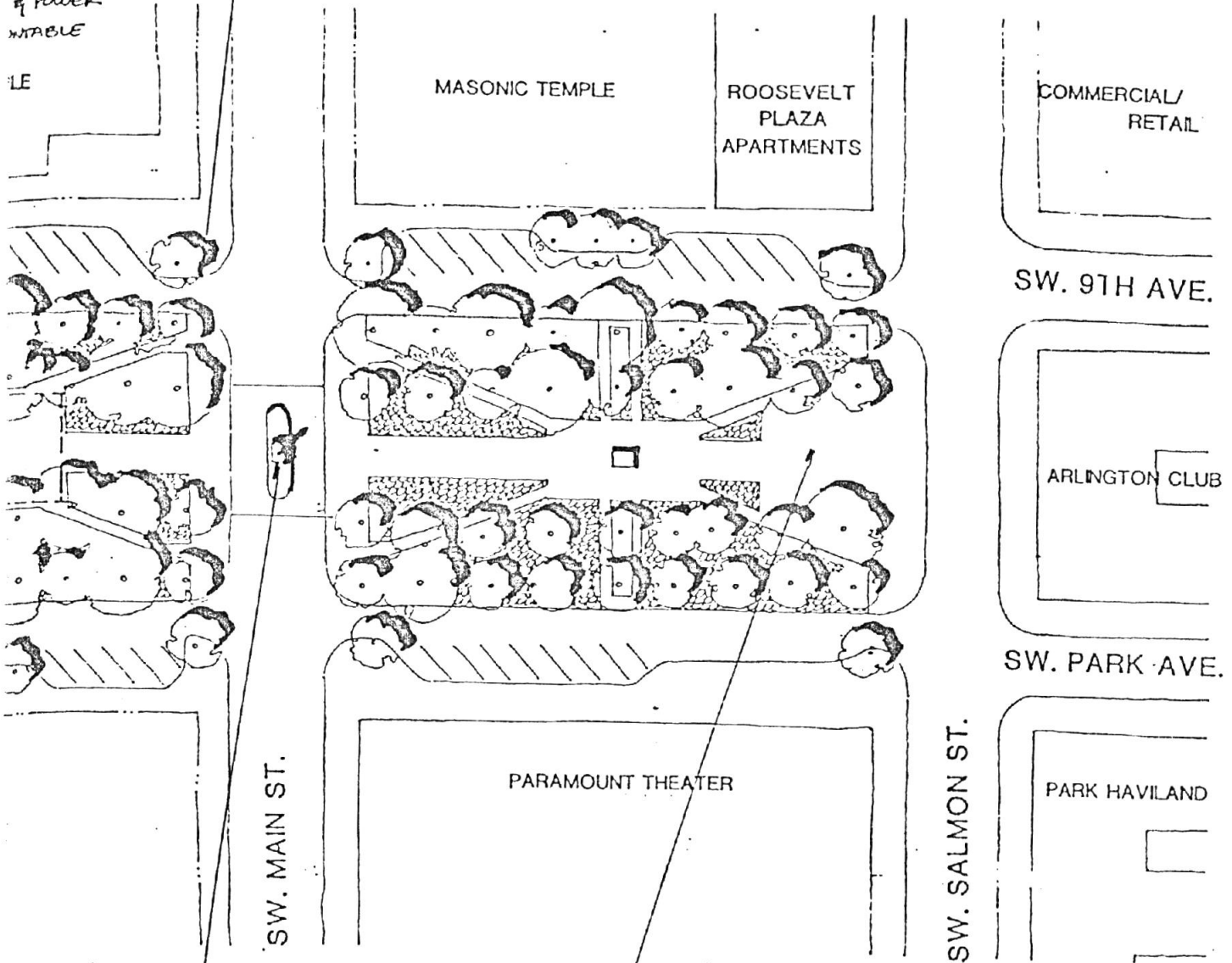


STATUE W/  
ER, ETC.

EN  
LAKES, ETC.  
POWER  
WATABLE

LE

DESIGN COMPREHENSIVE SIGNAGE SYSTEM  
FOR PARK BLOCKS DISTRICT



HISTORICAL  
WHERE  
LE

RELOCATE LINCOLN STATUE  
TO DEMARCAT INTERSECTION  
OF PARK & MAIN

REMOVE & RELOCATE FOUNTAIN  
CREATE "FORECOURT" FOR PARK BLOCKS,  
INSTALL TREE GRATES WHERE NECESSARY

STEEP BLOCKS

BLOCK  
LOCATIONS

2 FORM  
ADJACENT BLOCKS

JAMES  
N. CHURCH



CH

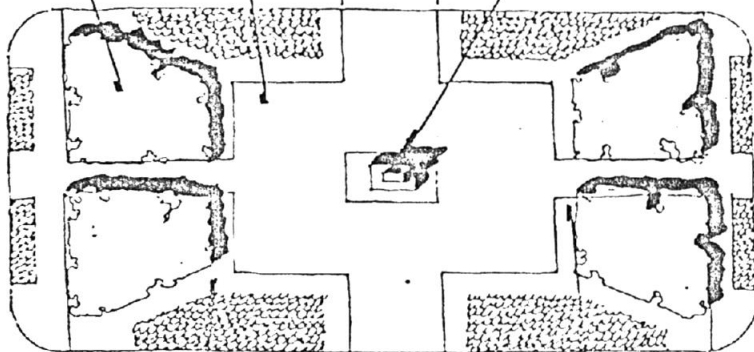
MOVE MAINT. BLDG.  
ALL IRRIGATION SYSTEM  
ALL BLOCKS

SW.  
JEFFERSON ST.

PROVIDE MOVEABLE BENCH SEATING  
IN PLAZA AREA AND THROUGHOUT PARK

LINK MUSEUM/HISTORICAL SOCIETY  
TO PARK W/ CONTINUOUS PAVING  
SURFACE

ART MUSEUM



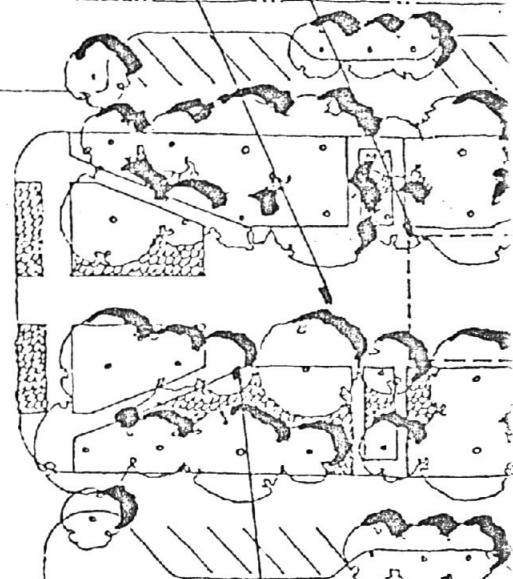
OREGON HISTORICAL  
SOCIETY

NEW FLOWER BEDS  
SURROUNDING LARGER  
PLAZA

PROVIDE BASE FOR T.R. STA  
SEATING, PLANTING OR WATER,

RELOCATE LINCOLN STATUE/  
PROVIDE HARD SURFACED OPEN  
AREA FOR EVENTS, PERFORMANCES  
WITH PROVISION FOR WATER & F

POSSIBLE REMOUNTA  
COVER  
MASONIC TEMPLE



SW.  
MADISON ST.

LOCATE DISCREET TRASH  
RECEPTACLES

PROVIDE HISTO  
FLAQUES WH  
APPLICABLE

ING FROM PARK-SIDE CURB

REMOVE PARKING AT ENDS OF SELECTED BLOCKS

HISTORIC CROSS PATTERN  
LOWING EASIER ACCESS FROM  
PROPERTIES

WIDEN & IMPROVE PATHWAYS IN ALL BLOCKS  
WITH CURB CUTS AT ALL CURB LOCATIONS

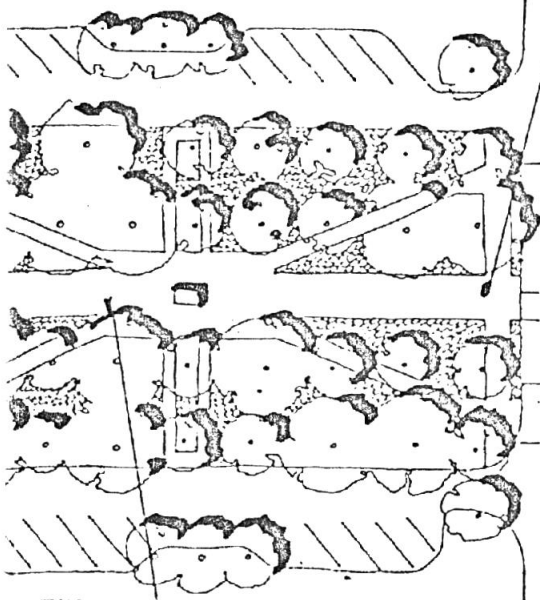
DENSE PLANTING TO FORM  
'PORTAL' FROM ADJACENT BLOCKS

MANOR  
MENTS

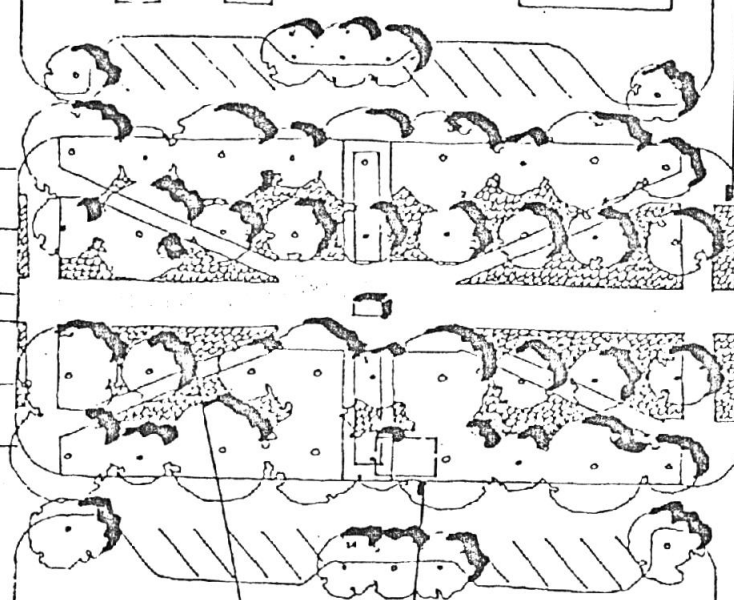
CUMBERLAND  
APARTMENTS

SIXTH CHURCH OF  
CHRIST SCIENTIST

ST. JAMES  
LUTHERAN CHURCH



SW.  
COLUMBIA ST.



SW.  
JEFFERSON ST.

YARDS  
WELL  
WALKS  
TURE

RESTORE 1ST, 2ND, 4TH & 5TH ROWS  
OF TREES, REMOVE REMAINDER OF  
3RD ROW FOR PATH & MORE LIGHT  
PENETRATION IN ALL BLOCKS & REINFORCE "ALLCE"

REMOVE MAINT. BLDG.  
INSTALL IRRIGATION SYSTEM  
IN ALL BLOCKS



PARKING/DROP-OFF ZONES  
TO ACCOMMODATE ADJACENT  
PROPERTIES

PROVIDE PLAY/SCULPTURE AREAS AT  
DISCREET LOCATIONS THROUGHOUT PARK

REMOVE PARKING FROM PARK--

EASE CURB @ ROOTS OF TREES ON  
OUTBOARD SIDE OF PARK, REMOVE  
SIDEWALK

RESTORE HISTORIC CROSS  
TO PARK <sup>PROVIDE</sup> ALLOWING EASIER A  
ADJACENT PROPERTIES

PARKWAY MANOR

PARK AVENUE CONDOMINIUMS

JEANNE MANOR  
APARTMENTS

PORTLAND STATE  
UNIVERSITY

SW. MARKET ST.

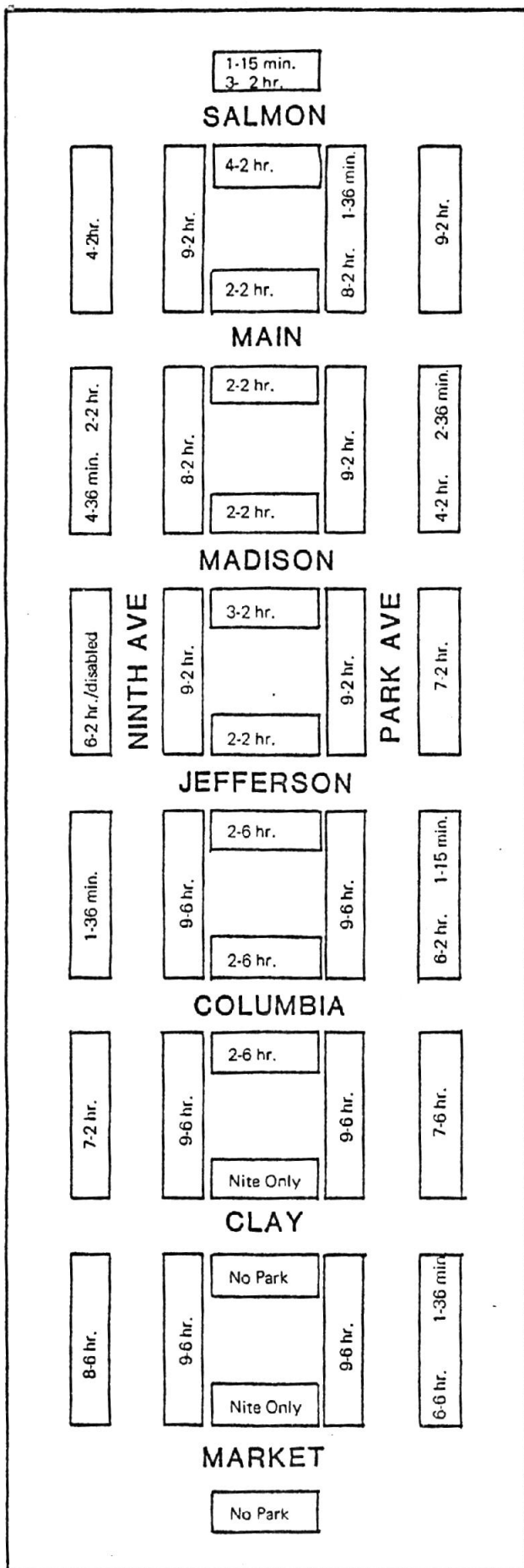
ROSE MARIE COURT

TOWER ON THE PARK

SW. CLAY ST.

PROVIDE NEW  
ART/STATUES IN  
ALL BLOCKS

PROVIDE NEW LIGHT STANDARDS  
THROUGHOUT PARK AS WELL  
AS ON ADJOINING SIDEWALKS  
REFLECTING HISTORIC NATURE  
OF PARK



# EXISTING PARKING COUNT

## TOTALS

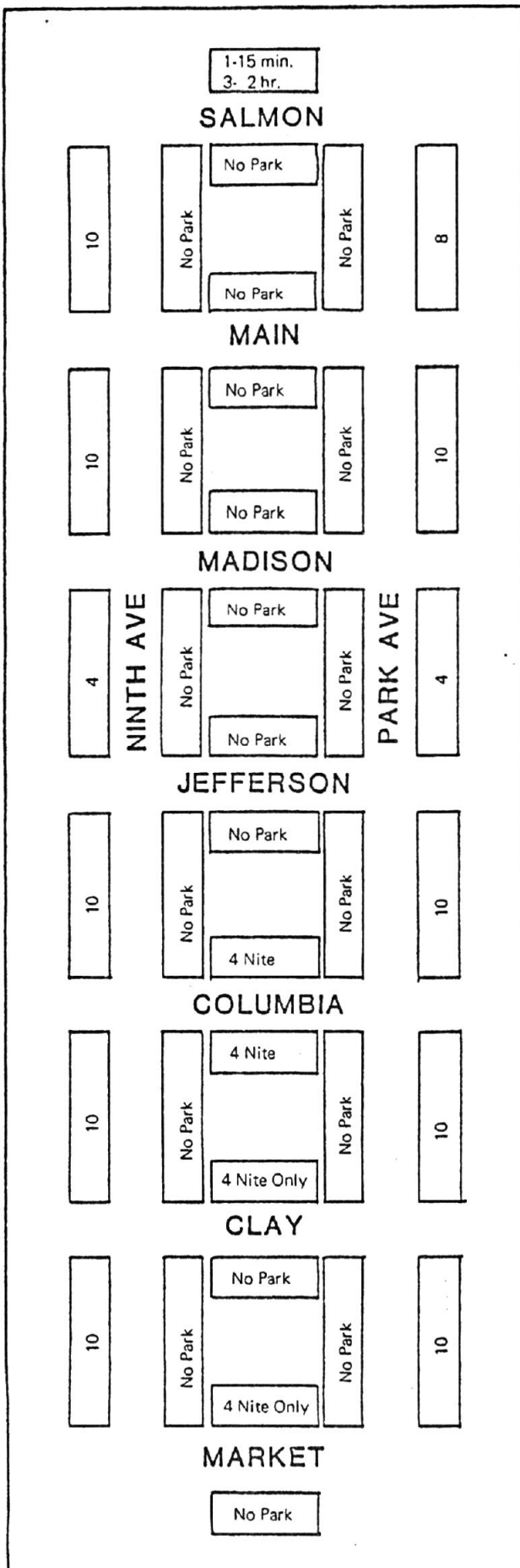
15 min.	2
36 min.	10
2 hr.	114
6 hr.	85

211 Spaces

[ 85 long term  
126 short term]

PROPOSED DIAGONAL PARKING COUNT

126 Spaces Supplied





Martin }  
W.K.W. W.E. Moore } Info  
James

1. Review the minutes.
2. Select non-partisan member of the Steering Committee.
3. Representative from the Police Bureau to discuss law enforcement issues.
4. Review Main Street interviews.

RECEIVED  
MAY 21 1980  
BUREAU OF  
TRAFFIC ENGINEERING

THE CITY OF  
**PORTLAND**



**OREGON**

DEPARTMENT OF  
PUBLIC AFFAIRS

MILDRED A. SCHWAB  
COMMISSIONER

BUREAU OF PARKS AND  
PUBLIC RECREATION

DOUGLAS W. BRIDGES  
SUPERINTENDENT

1107 S.W. FOURTH AVE.  
PORTLAND, OR 97204  
503/248-3580

AX STEERING COMMITTEE  
MEETING MINUTES  
MAY 13, 1980

Steering Committee Attendees

Selwyn Bingham  
Stephen Workman  
Amy Rapp  
Paul Eckelman  
David Hill  
Terrance O'Donnell  
Gail Siegrist  
Marlene Salon

Consultants

Dave Evans  
Roger Rhodes  
Greg Baldwin  
Bob Packard  
David Esch  
John Nelson

Others

Karen Baldwin  
Nancy Cunningham  
Edith Zavin

The meeting began at 4:30. The minutes from the April 15, 1980 meeting were accepted without amendment. It was agreed that selection of the "non-partisan" member of the steering committee would be postponed until the next meeting. This was decided because of the absence of several interested individuals who were unable to attend the May 13th meeting.

Gail Siegrist gave a brief overview of Phase I of the AX Zone Study and turned the meeting over to Bob Packard to report on work completed thus far on Phase II.

Bob reported that he and Dave Esch of ZGF, John Nelson of Mitchell & Nelson Associates, Landscape Architects and R. Rhodes of David Evans and Associates, Civil Engineers were working on parts A and B of the work program.

Bob distributed summaries of the interviews with the property owners along the South Park Blocks. He said that the interviews had been very worthwhile as a means of identifying common concerns, problems and opportunities along the Park Blocks. Bob suggested that, prior to reviewing the common elements that ran through the interviews, we look at the slide presentation John Nelson had prepared.

John's presentation was intended as a springboard for a discussion of potential improvements for the South Park Blocks. His slides focussed on the existing positive features of the Park Blocks, existing landscape problems, and opportunities for park improvements. The following outline covers the main points:

- I Existing positive features.
  - Canopy effect of the trees.
  - Linear axial arrangement of the trees.
- II Existing landscape problems.
  - Impending threat of Dutch Elm Disease.
  - Advanced age of the trees
  - Storm damage to the structure of the trees.
  - Dense shade
  - Trees planted in the middle conflict with the main pedestrian flow.
- III Opportunities.
  - Formal plantings to provide seasonal effect.
  - Opening up of vegetation to allow more sun into the park.
  - Alternatives to concrete and asphalt paving materials.
  - Alternative seating solutions (moveable chairs, benches with historical detailing).
  - Urban sculpture designed to accommodate children playing.
  - Activity areas for senior citizens.
  - Pavilions for special events and climate protection.

John concluded the presentation by stating he had conducted a vegetation appraisal of the South Park Blocks with Alex Wynstra, former City Forester. His specific recommendations (for pruning and tree removal) are in the back of the packet of information containing the summaries of the interviews.

Following the slide presentation, Bob resumed his review of the interview process. He indicated that all those interviewed saw the South Park Blocks as a resource that should be upgraded. The interview process identified broad based support for future improvements.

Bob reported that several key issues or problems were raised by the interviewees:

- 1) Parking.

Many interviewees expressed a specific need for parking as well as an interest in seeing some of the parking removed from the Park Blocks, as long as the lost parking is replaced by parking opportunities somewhere nearby.
- 2) Security and Safety.

Security and safety was another common theme. Property owners were concerned for the safety of their tenants. This concern was more pronounced among property owners along the northern most block. Bob reported that the need for improved lighting was expressed as a high priority. Investigating ways of providing security lighting without negatively impacting adjacent residences will be an important aspect of the study.
- 3) Expanded Park Use.

The interviews identified the common desire to expand use of the South Park Blocks. Because of the lack of facilities and security problems, the park blocks are not being programmed to the fullest extent.



4) Commercial Uses Along the Park.

The interviews revealed a wide diversity of opinion regarding the introduction of commercial uses along the Park Blocks. Bob identified this as another important issue which would have to be addressed as part of the study.

Mrs. Zavin inquired about the availability of funding to implement proposed improvements for the South Park Blocks. Marlene Salon spoke of the Park Bureau's plans to apply in November to the Department of Interior for funds for detailed design and construction of the park. Gail Siegrist explained that the right of way improvements for the southern most block (between Market and Clay) would be funded this summer by the City. The masterplan, it is hoped, will provide guidelines for future right of way improvements as funding, both public and private, becomes available.

Mrs. Zavin also inquired about the social problems which impact the Park Blocks and asked: Can physical improvements change or eliminate the problem? It was agreed that enhancing or beautifying the environment does not necessarily create changes in the social climate. Some of the committee members saw programming the park as a solution to the problem. Others expressed the point of view that physical improvements and programming can be helpful but saw the need to provide law enforcement solutions to the social problems associated with the Haviland Hotel and other premises surrounding the north end of the Park Blocks. Bob pointed out that these problems had been raised by the 1979 study of the Park Blocks and it was recognized that there is no one solution to the problems. Nancy Cunningham recommended bringing John Haviland onto the committee.

Greg Baldwin recommended, rather than adding another member to the committee, that we bring in public agency representatives and private property owners to discuss problems and objectives for the north end of the South Park Block. Karen Baldwin made the point that we carefully select individuals who will be able to help solve the problems. She suggested inviting someone from the Police Bureau in a policy making position. She also reminded the committee that the major objective of the South Park Block Framework Masterplan is to develop physical design recommendations, and pointed out that while crime prevention is an important concern, it should not become the sole focus of the study.

Bob distributed copies of goal statements and potential improvements for the South Park Blocks that had been identified in the AX Zone Notebook and in the interviews. Bob pointed out that some of the potential improvements on the list were in conflict with one another and asked the committee to assist in refining and reformulating the goal statements and recommending improvements. Greg Baldwin added to the list of improvements associated with park security by recommending that city representatives and property owners be involved in a process to address security problems in the northern segment of the Park Blocks. Gail Siegrist pointed out that there was the need to provide for bicycle circulation through the area. She also recommended that the goal addressing small play areas for children be restated. The need to provide "play opportunities" for small children was identified as more appropriate than providing formal playground areas in the park. Steve Workman was concerned about the parking problem and raised the question: Where are we going to put the parking? Dave Esch responded with the following suggestions: selectively provide angle parking and eliminate the six hour parking meters to discourage long term parking on the street. He pointed out the City could express its support for housing and the institutional uses by providing parking garages for these purposes in the AX Zone. Selwyn Bingham pointed out that the underground parking facility at O'Bryant Square could serve as a model for the Park Block between Salmon and Main. Bob summarized the discussion on parking by emphasizing the need to develop recommendations for solving the parking problems in the area. The last item to be discussed was the

goal statement addressing general landscaping. Paul Eckelman pointed to the inappropriateness of user garden areas or community gardens in the Park Blocks. Marlene Salon, agreeing with Paul, suggested that the improvement be restated in terms of a possible volunteer program associated with the maintenance of formal flower beds in the park.

It was suggested that ZGF prepare a revised statement of goals and potential improvements for review at a future meeting. The meeting was adjourned at 6:30 p.m.

ARB 10-1.1

THE CITY OF  
PORTLAND



OREGON

CONNIE McCREADY  
MAYOR

OFFICE OF  
PLANNING AND  
DEVELOPMENT

BUREAU OF  
PLANNING  
621 SW Alder St.  
PORTLAND, OR 97204

FRANK FROST  
ACTING DIRECTOR  
248-4253

CODE  
ADMINISTRATION  
248-4250

LONG RANGE  
PLANNING  
248-4260

SPECIAL  
PROJECTS  
248-4509

TRANSPORTATION  
PLANNING  
248-4254

May 13, 1980

MEMORANDUM

TO: AX Technical Advisory Committee - Phase I  
FROM: Gail Siegrist *Gail* Special Projects  
RE: City Council Amendments to the AX Notebook

Unfortunately I have been delinquent in forwarding the replacement pages for the AX Notebook as required by the City Council's action on the AX Notebook. Two replacement pages, the title page and page 21, are attached. A copy of the changes to page 52, PSU Projects, is also attached following the Hearings Officers actions on the Master Plan.

If you require additional copies of the replacement pages or other copies of the Notebook in its entirety, please call me at 248-4509.

GS:sa

attachments

\* Place in AX Zone  
Notebook - File of  
Library

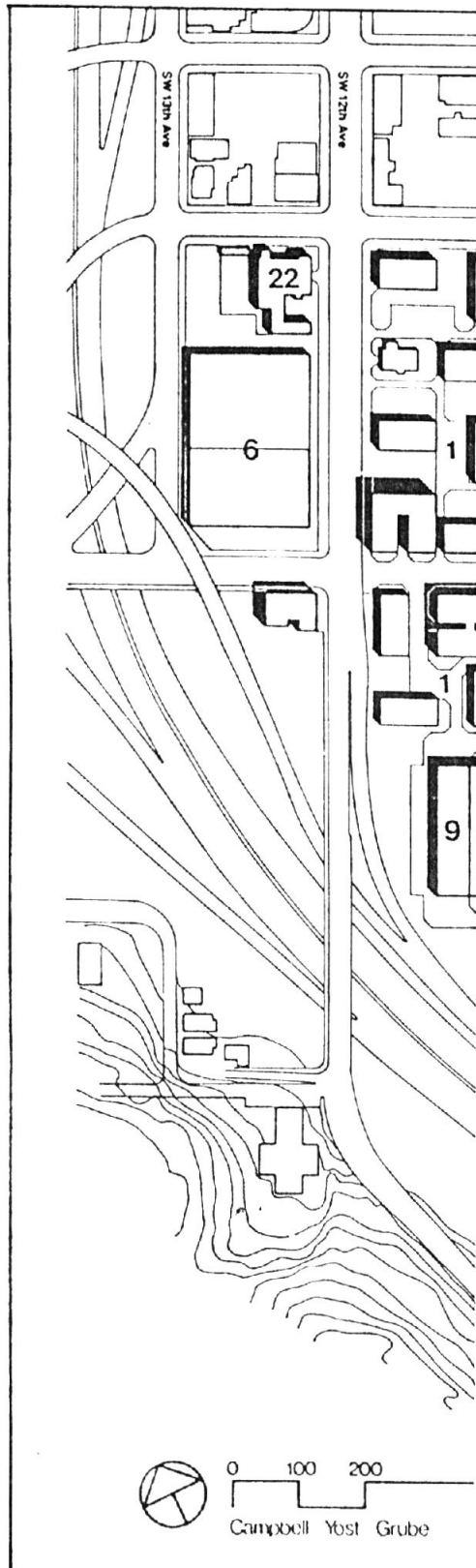
RECEIVED  
MAY 19 1980  
BUREAU OF  
TRAFFIC ENGINEERING



# Portland State

# Projects

Portland State has developed a long-range master plan that is in substantial agreement with the goals and objectives identified for the AX Zone. The development of new housing, the accommodation of both residential and commuter parking, and the increased pedestrianization of the campus should all enhance the residential character of the area. The accompanying illustration is the long-range master plan. At the present time, only certain elements have been reviewed and approved by the City of Portland.



1. Housing: South of Shattuck, on Smith Center, at West Campus
2. Administration Center
3. Health and P.E. Expansion
4. Millar Library Expansion to 10 Levels (\*Addition only)
5. Parking Structure 4
6. Parking Structure 3\*
7. Recreation and Sports Center
8. Professional Schools Building \*
9. Maintenance \*
10. Science 1\*
11. Science 2\*
12. Science 3\*
13. Department of Continuing Education\*
14. Lincoln Hall\*
15. Cramer Hall\*
16. Smith Hall\*
17. Neuberger Hall\*
18. Shattuck Hall\*
19. Parking Structure 2\*
20. Parking Structure 1\*
21. Health and P.E. \*
22. CDC\*

\*Approved

---

# **ax zone development notebook**

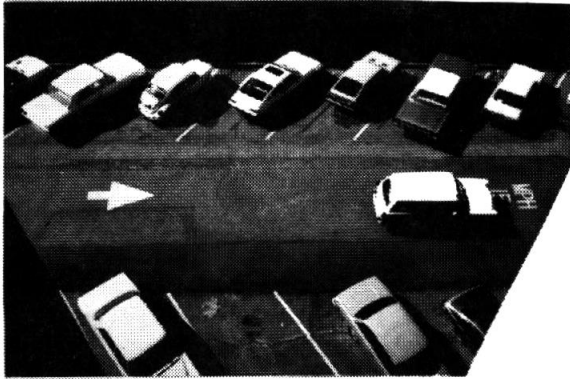
Prepared for the PORTLAND CITY PLANNING COMMISSION  
and the PORTLAND CITY COUNCIL:

Connie McCready, Mayor  
Francis J. Ivancie, Commissioner  
Charles R. Jordan, Commissioner  
Michael Lindberg, Commissioner  
Mildred A. Schwab, Commissioner

By: Zimmer Gunsul Frasca Partnership

Accepted by the Portland City Council 7 February 1980





1.14 To consolidate new short-term parking facilities serving institutions, neighborhood retail and community services near the intersections of 10th, 11th and Jefferson

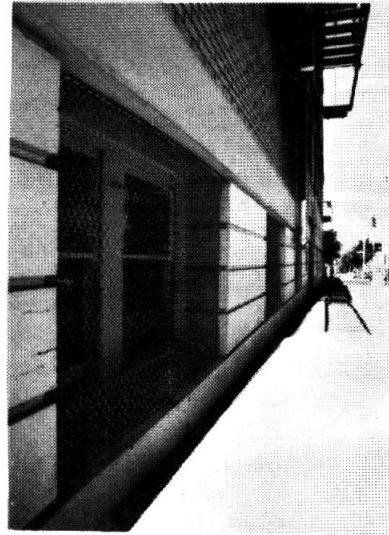
1.15 To encourage the development of off-street residential parking which would serve the on-site units as well as existing or new off-site residences incapable of providing their own parking.

1.16 To provide existing and future development maximum exposure to natural light through the encouragement of mid-block courtyards.

1.17 To encourage an organization of partial block development which allows adjacent development maximum exposure to sunlight.

1.18 To encourage building configurations which permit public open space maximum exposure to sunlight.

1.19 To require exterior building configurations which will facilitate access by fire protection equipment.



1.20 To encourage ground floor uses which increase the security of adjacent streets through activity and visual surveillance.

1.21 To conduct a cost benefit study which would include citizen participation to determine if the City should require sprinklers and early warning systems in all buildings to isolate potential fires, protect existing and future structures and to enhance future area wide development opportunities.



1.22 To encourage the development of buildings which respect the existing neighborhood in both overall scale as well as continuity of function at street level.

BUREAU OF TRAFFIC ENGINEERING  
INTRA-OFFICE ROUTE SLIP

FROM

Dick

DATE

Apr. 28, 80

STAFF

BAUER

BERGSTROM

BOLLING

BURDETTE

BUTTENHAM

CHADIMA

CHOATE

DAVIS

DORN

EVANS

FRANKLIN

HASSETT

~~7X~~ JAMES

JAPPORT

KNUDSON

KOENIG

LOOMIS

MAGIN

~~Wetmore~~ MARTINI

MASCO

MASON

MUIR

NEELY

NISHIKAWA

NOZAKI

PARKS

PHELAN

SCHOMANN

SPEER

STARK

WEBER

~~Wetmore~~ WETMORE

WILSON, JIM

WILSON, MAURY

CIRCULATE

INITIAL

FILE

~~X~~ FOR YOUR INFORMATION

FOR YOUR APPROVAL

ORDER

PREPARE ANSWER (DRAFT)

~~X~~ RETURN TO

File

SEE ME

INVESTIGATE AND REPORT

PLEASE PROCESS

PLEASE ATTEND

REVIEW AND COMMENT

PLEASE DISCUSS WITH ME

PARKING PATROL DIVISION



ARB 10-1.1

THE CITY OF  
**PORTLAND**



**OREGON**

Connie McCready  
MAYOR

BUREAU OF  
PLANNING  
424 S.W. MAIN STREET  
PORTLAND, OR 97204

Frank Frost  
Acting Director  
248-4253

CODE  
ADMINISTRATION  
248-4250

LONG RANGE  
PLANNING  
248-4260

SPECIAL  
PROJECTS  
248-4509

TRANSPORTATION  
PLANNING  
248-4254

April 21, 1980

MEMORANDUM

TO: Paul Eckelman  
Fredrika Powell  
Jessica Richman  
Doug Grim  
Selwyn Bingham  
Terence O'Donnell  
Dave Hill  
Sam Galbreath  
Bob Willoughby  
Marlene Salon  
Amy Rapp

FROM: Gail Siegrist, Planning Bureau

RE: AX Zone Study - Phase II

Attached for your review is a copy of the meeting minutes of April 15th. The next meeting of the AX Steering Committee is scheduled for Tuesday, May 6 beginning at 4:30 p.m. A copy of the agenda for that meeting is attached.

As a reminder I will be on vacation until May 5th. If you have any questions during the next two weeks, please call Bob Packard, Zimmer, Gunsul, Frasca at 224-3860 or Marlene Salon, Parks Bureau at 248-4324.

GS:sa

attachments

RECEIVED  
APR 28 1980  
BUREAU OF  
TRAFFIC ENGINEERING

THE CITY OF  
**PORTLAND**



**OREGON**

Connie McCready  
MAYOR

BUREAU OF  
PLANNING  
424 S.W. MAIN STREET  
PORTLAND, OR 97204

Frank Frost  
Acting Director  
248-4253

CODE  
ADMINISTRATION  
248-4250

LONG RANGE  
PLANNING  
248-4260

SPECIAL  
PROJECTS  
248-4509

TRANSPORTATION  
PLANNING  
248-4254

AX STEERING COMMITTEE  
AGENDA  
Tuesday, May 6, 1980

At the Office of  
Zimmer, Gunsul, Frasca  
111 SW Oak Street

4:30 p.m.

1. Respond to minutes of Steering Committee Meeting, April 15, 1980
2. Select non-partisan member
3. Brief overview of Phase I
4. Present and discuss:
  - development objectives
  - alternative concepts

AX STEERING COMMITTEE  
MEETING MINUTES  
APRIL 15, 1980

Attendees

Selwyn Bingham  
Stephen B. Workman  
Jessica Richman  
Paul A. Eckelman  
Nancy Cunningham  
Fredrika Powell  
Constance Jarvis  
Douglas R. Grim  
Amy Rapp  
Terence O'Donnell  
Edith Zavin  
Bob Willoughby  
Dave Hill  
Marlene Salon  
Gail Siegrist  
Bob Packard

The meeting began at approximately 4:30 p.m. Gail Siegrist reviewed the purpose of the steering committee and the staff proposal for the composition and selection of members. (A written description accompanied the notice of this meeting.) The proposals as presented by staff were acceptable and the members were selected. The following are the permanent members of the steering committee:

Clubs: Paul Eckelman  
Resident: Fredrika Powell  
Neighborhood Association: Jessica Richman  
Developed Properties: Doug Grim  
Developing Properties: Selwyn Bingham  
Museums: Terence O'Donnell  
City Engineer: Dave Hill  
Portland Development Commission: Sam Galbreath  
City Housing Development, Inc.: Bob Willoughby  
Parks Bureau: Marlene Salon  
Planning Bureau: Gail Siegrist

Because Reverend Joe Smith was unable to attend this meeting the person representing the area of interest, churches, was not selected. Amy Rapp and Reverend Joe Smith will discuss and select a representative before the next meeting.

It was agreed that selection of the "non-partisan" member would be post-poned until the next meeting, by which time, representatives would be selected.

The members then discussed day and time most acceptable for future steering committee meetings. Tuesday was selected, beginning at 4:30 p.m.; all future meetings will be scheduled for this day and time. Gail Siegrist explained to the members that the committee meetings could be as frequent as every two weeks depending on the progress of study.

Gail Siegrist then introduced Bob Packard of Zimmer, Gunsul, Frasca Partnership (ZGF), the consulting firm retained to complete this project. Bob explained that the entire "consulting team" included Greg Baldwin and Dave Esch, also of ZGF; Bob Cruz, Dave Evans and Associates, Civil Engineers and John Nelson, Mitchell Nelson, Landscape Architects.

Bob Packard provided some background on the projects under study in Phase II of the AX Zone Study. Bob explained that the AX Zone Study was initiated by the City Council after the adoption of a new housing zone for this section of the downtown. The City Council did not think a zone alone would guarantee the construction of new downtown housing. Their intent is to "back-up" this commitment with selected public improvements. The planning work accomplished during phase one of the AX Zone Study provides the guidelines and framework to assist in the selection of future public improvements. As well, the AX Notebook identified potential improvement projects.

From this list the Technical Advisory Committee of phase one recommended to the Planning Commission that the City proceed with two projects. One project was the improvement of the rights-of-way of SW Park and Ninth between Market and Clay to enhance the pedestrian environment and complement two committed housing projects. The second was a design development program for SW Main between Broadway and 13th which would identify city objectives and standards for the development of the right-of-way to encourage the development of housing.

The Planning Commission approved both projects. However, the Commission was concerned about continuity in the development of future improvements along the South Park Blocks. Therefore, the Commission asked that a framework master plan be completed which included the South Park Blocks from SW Market to Clay. The City Council approved all three projects during their review in February.

Bob distributed copies of the work schedule and scope and briefly reviewed the work accomplished to date. He explained that work was underway on items A 1-3. A letter had been sent by the Parks Bureau, introducing ZGF and the interviewing phase of the project. The interviews for those parcels along the Parks Blocks would begin next week. In addition to interviewing property owners, selected tenants such as day care center, would also be interviewed.

Bob indicated that they had already had successful interviews with some employees of the Parks Bureau. ZGF met with Alex Wynstra, the City Forester to discuss the disease problems of the existing elms. An investigation of a solution or approach to this problem will be addressed in this study. Mr. Wynstra also helped to identify existing trees which could be removed. ZGF also met with Rick Gunderson of the Recreation Division to discuss the Parks Bureau's plans for park programming in the South Park Blocks.

ZGF is beginning work on the development of alternative design concepts for the Steering Committee to respond to. Because the improvement project is dependent upon the design concept approved for the entire South Park Blocks, work on this project will follow the progress of the Framework Plan. A copy of a flow chart illustrating the inter-relationships is attached.

The meeting was adjourned.





URB101-1

THE CITY OF  
**PORTLAND**



**OREGON**

DEPARTMENT OF  
PUBLIC AFFAIRS

MILDRED A. SCHWAB  
COMMISSIONER

BUREAU OF PARKS AND  
PUBLIC RECREATION

DOUGLAS W. BRIDGES  
SUPERINTENDENT

1107 S.W. FOURTH AVE.  
PORTLAND, OR 97204  
503/248-3500

April 21, 1980

MEMORANDUM

TO: Gail Seigrist, Planning; Jerry Ivie, Fire Bureau; Terry Bray, Public Works; David Hill, Public Works; Bill Wetmore, Traffic Engineering; Dick Speer, Traffic Engineering; Sam Galbreath, P.D.C.; Michael Fisher, Planning; Rod O'Hiser, Planning; Steven Fisher, Tri-Met; Bob Willoughby, C.H.D.I.; Bob Packard, ZGF; Greg Baldwin, ZGF; John Nelson, Mitchell & Nelson, Assoc.

FROM: Marlene Salo<sup>NS</sup>, Park Bureau

SUBJECT: Special TAC Meeting of the AX Zone Study

Attached is a copy of the minutes from the special TAC meeting held April 9, 1980.

MS.sw  
pc/ccf

*cc/Wetmore*

RECEIVED  
APR 24 1980  
BUREAU OF  
TRAFFIC ENGINEERING

AX PLAN  
SPECIAL MEETING OF CITY REPRESENTATIVES ON THE TECHNICAL ADVISORY COMMITTEE

Meeting Minutes - April 9th, 1980

TAC Members Attending

Jerry Ivie, Fire Bureau  
Terry Bray, Public Works  
David Hill, Public Works  
Bill Wetmore, Traffic Engineering

Staff Attending

Gail Siegrist, Planning  
Marlene Salon, Park Bureau  
Greg Baldwin, ZGF  
Bob Packard, ZGF  
John Nelson, Mitchell-Nelson Assoc.

Minutes

The meeting began with a review of what occurred at the last TAC meeting. Bob Packard explained that the advisory committee for Phase Two of the AX Zone Study was originally envisioned as an extension of the existing technical advisory committee. He pointed out that at the March 21, 1980 meeting it became apparent that the intended composition of the advisory committee was not a satisfactory solution to the citizens representing the property owners; institutional uses and residents. Gail Siegrist explained that we would be receiving a letter from her detailing the composition and purpose of a new AX Zone Phase II advisory committee.

Bob Packard introduced John Nelson of Mitchell, Nelson Associates as the landscape architectural consultant selected to work with Z.G.F. on the South Park Block Framework Plan. Bob indicated that Z.G.F. would utilize the expertise of Peter Walker of Sasaki, Walker Associates for design review input on the South Park Block study.

Bob briefly reviewed the project calendar and indicated that he and Dave Esch were in the data collection phase of their project work.

Bob explained that the main purpose of today's meeting was to provide an opportunity for each bureau representative to express their concerns regarding Phase Two of the study. Bob requested that each bureau representative follow up their statement with a memo outlining their broad concerns.

Bob stated that the Main Street Study had changed in character somewhat in response to input from C.H.D.I. Except for the last block to west, it was felt that Main Street was too important a corridor to be given over to private use. Instead, Main Street should be utilized as a public corridor tied to the South Park Blocks.

Gail Siegrist, speaking for Steve Fisher of Tri-Met, explained that Tri-Met had recently released their five year development program. She said that Tri-Met was looking at Main and Salmon as potential service corridors. Service on Morrison and Yamhill will be removed to make way for light rail; new routes for these lines have not been identified. Greg Baldwin suggested that Gail write a letter to Tri-Met indicating that utilization of Main Street as a service corridor would be in conflict with the recommendations of the AX Zone Study and the Downtown Parking and Circulation Plan.

Marlene Salon distributed a memorandum outlining the Park Bureau's interests and concerns regarding the South Park Block Framework Plan. The memo indicates the bureau's intention to apply for a federal grant in the fall of 1980 to fund detailed design and construction of comprehensive improvements for the South Park Blocks. She indicated that the future availability of funds for park redevelopment from the Heritage Conservation Recreation Service was now in question but that more information would become available in May.

Jerry Ivie indicated that the Fire Bureau would be concerned mainly with reviewing plans to ensure that fire access codes are met. The plans, he suggested, should first be reviewed and approved by Street Engineering. Jerry also expressed concern for the placement and growth habit of trees adjacent to buildings.

John Nelson, the landscape architectural consultant working with Z.G.F., voiced the need to interface with three key bureaus; Fire, Streets and Structures and Crime Prevention.

Terry Bray, commented that the review process outlined for the South Park Block Sidewalk Improvement Project would, in all likelihood, take longer than allowed for in the project schedule. He requested clarification of the role of the City and the role of David Evans in the design and construction of the sidewalk improvements. Terry suggested that David Evans stay on board to supervise and interpret the plans during construction.

Greg Baldwin explained that David Evans would be producing detailed "scope" documents. Included in the documents would be typical details, outline specifications, plans, sections and profiles. The documents would fully describe the project but more work would need to be done to prepare the documents for bidding.

Bob Packard proposed a meeting between Z.G.F., David Evans, Planning and Streets and Structures to discuss the contract for engineering services.

Terry said that his bureau had budgeted for review of the AX Zone sidewalk improvement plan but not to do further work on the plans. Terry agreed that it would be useful to meet with Z.G.F. and Planning and David Evans to work things out.

Bob Packard requested a memo from Public Works identifying any plans they may have for street improvements in the AX Zone.

Bill Wetmore expressed the general concern of Traffic Engineering that vehicular access be maintained in the AX Zone. Gail said she would contact Michael Fisher for information regarding the Parking and Circulation Policy Update.

Bob Packard concluded the meeting by reporting that they have reviewed historical plans of the South Park Blocks dating back to the 1920's. The physical layout of the Park Blocks has not substantially changed.

MS.sw  
pc/ccf



URB 10-1.1

TO: 106/Traffic Engineer/Don Bergstrom

*Spur  
Info*

Attached are copies of Resolutions No. 32614 and 32615, adopted Feb. 7; these resolutions supercede Resolution 32611, adopted Feb. 6, reconsidered and rescinded by Council action on February 7, 1980.

Please attach Exhibit "A" (AX Notebook) to Resolution No. 32614  
attach exhibits "B", "C" AND "D" to Resolution No. 32615 and  
DESTROY RES. NO. 32611.

Yours very truly,

GEORGE YERKOVICH

Auditor of the City of Portland  
BY:

*Erna Cervia*

Deputy

RESOLUTION NO. 32615

WHEREAS, the City Council committed funds for the preparation of an AX Zone Street Improvement Plan that would examine the area zoned AX and identify housing development objectives and a potential public improvement plan;

WHEREAS, the City Council expressed its commitment to allocate City funds over the next five years to street and other public improvements in the vicinity of, and coordinated with, private new housing development in the area zoned AX through Resolution No. 31976; and

WHEREAS, the City Council reiterated their financial commitment to public improvements in the area zoned AX with the approval of the Downtown Housing Policy and Program Recommendations, Public Improvement Assistance Program; and

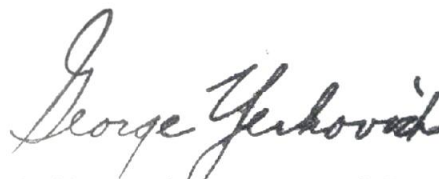
WHEREAS, the Portland Planning Commission unanimously supports the concept of the AX Zone Development Notebook and recommends further work on three public improvements.

NOW, THEREFORE BE IT RESOLVED, that the City Council understands that additional funds beyond the contract for the AX Zone Street Improvement Plan, are required to support the Planning Commission recommendation for the preparation of a framework master plan for the South Park Blocks between SW Market and SW Salmon.

BE IT FURTHER RESOLVED, that the City Council accept the Planning Commission's recommendations and initiate a second phase of the AX Zone Street Improvement Plan by authorizing further design work on the following public improvement projects according to the work scope detailed in the attached Exhibits "B", "C", "D".

- (1) Improvements to the rights-of-way of SW Park and 9th Avenues between SW Market and SW Clay.
- (2) Preparation of a framework master plan for the South Park Blocks between SW Market and SW Salmon.
- (3) Preparation of a design development program for SW Main Street between SW Broadway and SW 13th.

Adopted by the Council FEB 7 1980



Auditor of the City of Portland

Mayor McCready  
GS:sa  
February 5, 1980

2

RESOLUTION NO. 32614

WHEREAS, the City Council has set a goal of 2,500 net housing units in the downtown area by the year 2000; and

WHEREAS, the City Council adopted a downtown apartment zone (the AX Downtown Apartment Zone) and applied it to a specific area in the downtown, to assist in the achievement of this goal; and

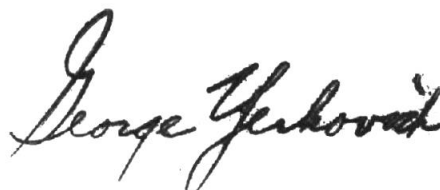
WHEREAS, the City Council committed funds for the preparation of an AX Zone Street Improvement Plan that would examine the area zoned AX and identify housing development objectives and a potential public improvement plan; and

WHEREAS, the Portland Planning Commission unanimously supports the concept of the AX Zone Development Notebook;

NOW, THEREFORE BE IT RESOLVED, that the AX Zone Development Notebook, Exhibit "A" be accepted as the framework and guide for decisions regarding the selection of public improvements within the area zoned AX.

BE IT FURTHER RESOLVED, that the four policies contained in Section IV of the AX Zone Development Notebook are hereby adopted as policy statements for the area zone AX.

Adopted by the Council FEB 7 1980



Auditor of the City of Portland

Mayor McCreedy  
GS:cd  
February 5, 1980

THE CITY OF  
**PORTLAND**



**OREGON**

CONNIE McCREADY  
MAYOR

OFFICE OF  
PLANNING AND  
DEVELOPMENT

BUREAU OF  
PLANNING  
621 SW Alder St.  
PORTLAND, OR 97204

FRANK FROST  
ACTING DIRECTOR  
248-4253

CODE  
ADMINISTRATION  
248-4250

LONG RANGE  
PLANNING  
248-4260

SPECIAL  
PROJECTS  
248-4509

TRANSPORTATION  
PLANNING  
248-4254

*Wetmore*  
*Wetmore*  
*Wetmore*  
June 4, 1980

MEMORANDUM

TO: Paul Eckelman  
Fredrika Powell  
Jessica Richman  
Steve Workman  
Selwyn Bingham  
Terence O'Donnell  
Dave Hill  
Terry Bray  
Sam Galbreath  
Bob Willoughby  
Marlene Salon  
Amy Rapp

FROM: Gail Siegrist, *op* Planning Bureau

RE: AX Zone Study - Phase II

Attached for your review is a copy of the meeting minutes of May 27th. The next meeting of the AX Steering Committee is scheduled for Tuesday, June 10 beginning at 4:30 p.m. A copy of the agenda for that meeting is attached.

If you have any questions please call me at 248-4509 or Marlene Salon, 248-4526.

GS:sa

attachments

**RECEIVED**

**JUN 6 1980**

**BUREAU OF  
TRAFFIC ENGINEERING**

*Martin*  
*Wetmore* } *Info*

*URB10-1.1*



THE CITY OF  
**PORTLAND**



**OREGON**

CONNIE MCCREADY  
MAYOR

OFFICE OF  
PLANNING AND  
DEVELOPMENT

BUREAU OF  
PLANNING  
621 SW Alder St.  
PORTLAND, OR 97204

FRANK FROST  
ACTING DIRECTOR  
248-4253

CODE  
ADMINISTRATION  
248-4250

LONG RANGE  
PLANNING  
248-4260

SPECIAL  
PROJECTS  
248-4509

TRANSPORTATION  
PLANNING  
248-4254

**AX Steering Committee**

Tuesday, June 10, 1980

At the Office of Zimmer, Gunsul, Frasca  
111 S.W. Oak Street  
4:30 P.M.

**AGENDA**

1. Review minutes of meeting May 27, 1980
2. Discuss selection of non-partisan committee member
3. Reconcile goals and objectives for South Park Blocks
4. Present and begin discussion of alternative design concepts for South Park Blocks
5. Discuss goals and objectives for Main Street

RECEIVED  
JUN 11 1980  
CITY OF PORTLAND  
PLANNING DEPARTMENT

3  
AX Steering Committee  
Meeting Minutes  
May 27, 1980

Steering Committee Members Attending

Terrence O'Donnell  
Jessica Richman  
Paul Eckleman

Staff Attending

Gail Siegrist, Special Projects  
Marlene Salon, Parks Bureau  
Bob Packard, ZGF

Others Attending

Nancy Cunningham  
Edith Zavin  
Sgt. Ed May, Central Precinct  
Keith Prentice, Crime Prevention

Minutes

The minutes of the last meeting were corrected to indicate Jessica Richman's attendance. No other corrections were voiced. The selection of the non-partisan was again delayed due to poor committee member attendance. Jessica Richman indicated that Marsha Mulvey, representing the YWCA, was interested in the non-partisan member vacancy on the committee. She will be contacted and invited to the next meeting of the Steering Committee.

Bob Packard informed the Steering Committee that all but one interview was complete along the South Park Blocks. Two of the recent interview summaries are attached.

Bob also indicated that they had begun the interviews along Main Street. Although only a couple of interviews have been conducted, Bob briefly summarized the major issues arising so far. Due to the present use of the properties, automobile access would still be necessary. Often the only access to a parking lot is from Main Street. Another concern raised was that the pedestrian designation of S.W. Main Street equated to street closures. Bob reiterated that this was not the case; indicating that a pedestrian designation simply establishes the emphasis for future right-of-way improvements.

Two representatives of the Police Bureau, Central Precinct, attended the meeting to discuss crime problems and law enforcement along the south park blocks. Sargeant May is responsible for the patrol district that

includes the South Park Blocks. He supervises two patrolmen during the most active shift, between 4 p.m. and 12 p.m. Keith Prentice represented the Crime Prevention Division.

Sargeant Ed May began the discussion by indicating that the main problem in the South Park Blocks was what he called the "cycle of conduct" usually occurring during the summer months. The "cycle of conduct" is a lifestyle that revolves around an alcohol or drug habit. These persons require money to support their habit. In order to obtain money they beg, steal or go through trash cans to collect bottles. After obtaining money, they go to local stores to get liquor. They can't drink in the street legally, so they go to the park where up to 4% alcohol content beverages can be legally consumed. They consume the alcohol and behavior worsens as the day progresses. Then, at night, they crawl under bushes or fall asleep on the benches until the next morning when the cycle begins again. The South Park Blocks are in a unique location providing within close proximity all elements necessary to their lifestyle.

Another problem occurs when the Job Corps comes to town. The teenagers arrive by bus at the Job Corps Center, from work parks or farms, with 48 hour passes. The teenagers are usually from California with criminal records. The problems are behavior and loitering.

The Paramount presents a problem during rock concerts. The problems associated with the Paramount include drinking, drug sales, od's, combatant behavior and littering.

The Heathman and Haviland Hotels are not as much a problem as they used to be. The Haviland now rents apartments by the month and the tenants tend to be elderly. Prostitution, formerly a major problem at these hotels, has dropped by 90% in the last two years, according to the Vice Officers.

Sargeant May also suggested that the Transit Mall may be contributing to the increasing number of minor drug problems. He indicated that greater numbers of youths are in the downtown, mostly as a result of the high accessibility to the downtown afforded by the Mall. He informed the Committee that the South Park Blocks or the Greyhound Depot were centers for drug activity in the downtown.

Sargeant May explained that the police attempt to break the "cycle of conduct" - the major problem - which is more commonly associated with transients than youths. The police use several tools. Special "missions", such as an officer posing as a transient, prove helpful. A park curfew ordinance, a no trespass law, allows for a removal of persons from the park, but only after midnight.

The horse patrol, which has been expanded from three to seven patrolmen, and the foot patrol, have been effective in reducing the problem, mostly as a result of their visibility. The horse patrol will operate year-round. However, in the Park Blocks, the patrol will be used only during the warmer months, May to September, because the problem activities are generally more associated with warmer weather than cooler.

The police's best tool is the park exclusion citation. This citation bans the offender from a given park for 30 days. If, during the 30 days, they are found in the park, they can be arrested for trespassing. The main reason this tool works best is because no arrest, warnings or proof are required. The officer must simply observe conduct in violation of state or local laws, such as drinking malt beer, and a citation can be issued. The citation is applicable to only one park where the misconduct is observed. Another advantage is that citations are now on the computer so that when any officer runs wants or warrants on an offender, they will be made aware of the citation and can act accordingly. Previously, enforcement was often restricted to the officer who issued the citation because he was the only one really aware of the offenders.

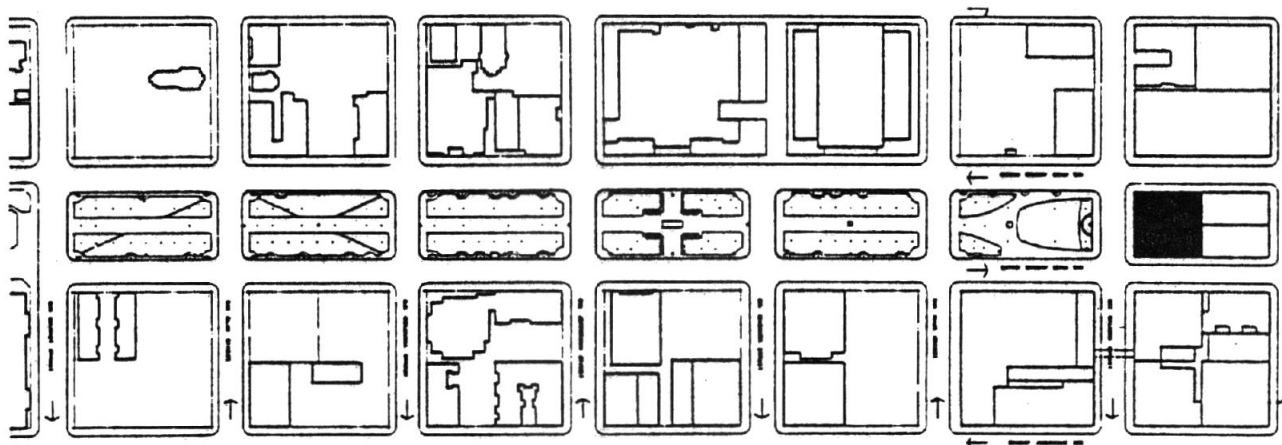
Bob Packard asked the police representatives if the design of the park landscaping presented any problems. From a surveillance point of view, the police found the park well laid out. Bob also explained a possible design change to the park blocks which may result in the removal of the row of cars along the park and asked if this would help police surveillance. Sargeant May's response indicated that they had no problem with the parked cars, and the cars often provided a buffer for patrol cars, often allowing the officer to approach within close distances without being observed. Bob and the police representatives will meet for a walk through the park to discuss design problems and solutions for landscaping and lighting. The possibility for continued access through the park for police will also be considered in the alternative designs.

A discussion then developed concerning possible programs that could be undertaken by property owners. An on-going committee of adjacent property owners was well received. Nancy Cunningham, DCA, will investigate the formation of such a committee. A newsletter was also suggested and interest was expressed by several property owner attendees.

Bob then handed out the revised goals and potential improvements; a copy is attached. Comments were then made by the committee. Jessica Richman suggested that the public improvements should enhance the ability of the police to provide adequate surveillance. Marlene Salon stated that when looking at a rain cover in the park that it should not encourage its use for sleeping. Terrence O'Donnell also suggested that the design of the park blocks should not duplicate services that will be provided for in the construction of Pioneer Courthouse Square.

The committee was informed of a movie regarding park design features which will be shown by the Historic Landmarks Commission on July 9, 1980, in response to a request by a committee member to see other improvement examples in public parks. Committee members will be encouraged to attend the showing of this film. The meeting was adjourned.





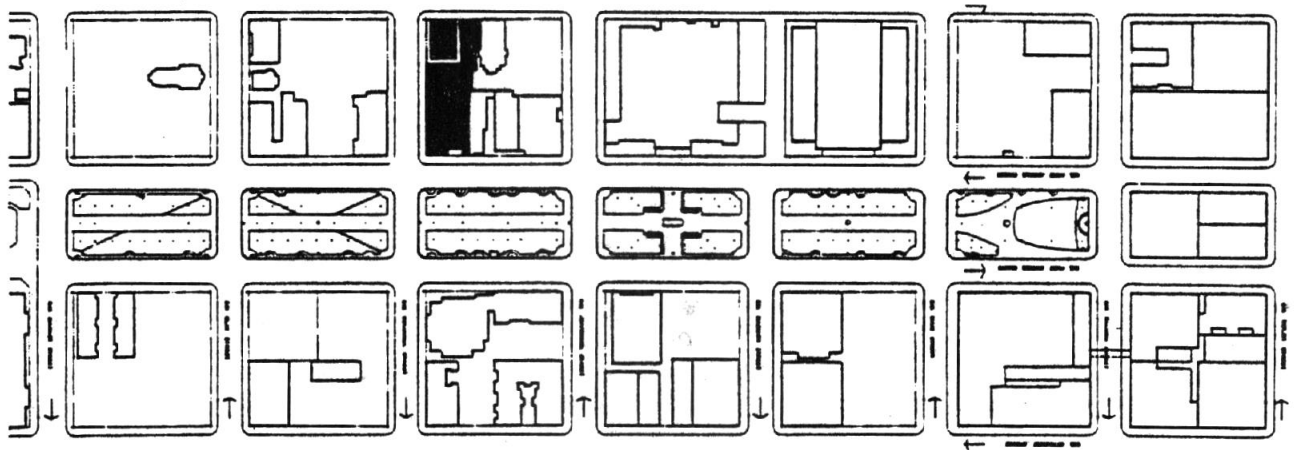
## SOUTH PARK BLOCKS FRAMEWORK MASTER PLAN

### Property Owner Interview Summary

<b>PROPERTY</b>	Arlington Club
<b>ADDRESS</b>	F. R. Hedges and Selwyn Bingham
<b>PERSON[S] INTERVIEWED</b>	811 S.W. Salmon
<b>INTERVIEW DATE</b>	May 9, 1980

- Major problems in this area of the city are caused by the large Paramount crowds as well as transient populations in the nearby hotels.
- The Paramount draws crowds for buying tickets and on show nights that overflow into the Parks along with noise, drinking, parking problems, etc.
- A study has been conducted for renovating the Paramount which demonstrated good possibilities for providing a quality performing arts facility with expanded stage and related improvements. This improvement would be appropriate, enhancing the Park Blocks as well as reinforcing the cultural center as created by the Art Museum and Historical Society.
- Parking is presently handled by nearby garages as well as on-street parking. Before removing any on-street parking, alternate facilities should be provided.
- Adequate parking is a 24-hour problem in this area; there is no slack period.
- Service access is off of Park Avenue with the Salmon Street entrance having no service responsibilities.

- . A parking garage below the nearest Park Block would be a good idea to permit removal of surface parking and support the nearby institutions.
- . Lighting in the Park Blocks is not adequate at the present time.
- . A desirable residential population would be the middle-income levels as they are the most effective generators of a vital residential neighborhood. The existing elderly and proposed high-income residences are also desirable yet tend towards a lack of diversity in the area.



## SOUTH PARK BLOCKS FRAMEWORK MASTER PLAN

### Property Owner Interview Summary

<b>PROPERTY</b>	Sixth Church of Christ Scientist
<b>ADDRESS</b>	1331 S.W. Park
<b>PERSON[S] INTERVIEWED</b>	Janice Holt
<b>INTERVIEW DATE</b>	May 22, 1980

- . The formal use of the Park Blocks by the Church is limited. Congregation members do use the blocks to travel to other uses along Park and Ninth Avenues.
- . The Church prefers to remain in its present location for the foreseeable future.
- . The Church is generally interested in developing its property at S.W. Columbia and 10th Avenue, however, no definitive plans have been made.
- . Development of the parking lot would create severe parking problems unless replacement parking is provided.
- . The main day-to-day entrance of the Church is off of Columbia.
- . Although the Church does not directly use the Park Blocks, they are supportive of the efforts to improve them.
- . "Commercial" activities might be acceptable if they were related to the existing use along the Park Blocks, i.e., art galleries, restaurant in the Art Museum.
- . Several suggestions for increasing involvement in improvements and programs in the Park Block areas:
  - Tours of churches and other significant buildings.
  - Design competition for art work sculpture.
  - Design competition for sidewalk surface treatment.

## SOUTH PARK BLOCKS FRAMEWORK AND MASTER PLAN

### Goals

*The South Park Blocks should be improved based upon a comprehensive development and program plan. Project improvements should address maintenance, recreational and community objectives.*

The overall security in the Park and safety of the user should be improved.

The Park circulation system should be improved to permit easier pedestrian flow within and through the Park Blocks.

Basic maintenance improvements should receive first priority.

The formal linear simplicity of the Park Blocks should be maintained.

The relationship between the Park Blocks and adjacent properties should be enhanced and strengthened.

### Potential Improvements

- . Bicycle pathways
- . Improve lighting.
- . Provide more frequent Police surveillance.
- . Modify landscaping improvements which create "blind areas."
- . Provide limited retail/commercial activities on adjacent blocks.
- . Widen pathway.
- . Provide curb cuts for elderly and handicapped.
- . Construct new pathways.
- . Remove pathway obstructions.
- . Prune and remove selected trees.
- . Clean and enlarge flower beds (where appropriate).
- . Repair broken concrete and asphalt.
- . Locate trash receptacles.
- . Install irrigation system.
- . Clean and mark historical items, i.e., trees, statues.
- . Reinforce canopy affect with revised tree planting plan.
- . Enhance vistas.
- . Limit retail commercial on adjacent blocks.
- . Remove parking adjacent to Park.
- . Remove parking at the ends of blocks.
- . Continue pathway paving across streets.
- . Sign street crossings with name of Park Blocks and public institutions.
- . Identify compatible landscaping and lighting.
- . Widen sidewalks on "outside" edge of Park blocks.
- . Remove sidewalks on outside edge.
- . Close Main between 9th and Park.



## Goals

## Potential Improvements

Space[s] should be provided which can be used by adjacent properties for public/semi-public uses.

Safe and flexible play areas should be provided for children.

Parking for adjacent residential, institutional, social and commercial uses should be improved.

General landscaping and lighting should be improved.

Public and semi-public use should be promoted.

A formal ongoing communication network should be established.

- . Create large plaza spaces in blocks between Salmon and Jefferson.
- . Provide electric power in certain blocks.
- . Provide fixed seating.
- . Provide water.
- . Create formal playground.
- . Create small multi-use play areas.
- . Provide "climb on" art pieces.
- . Quiet zones
- . Leave parking on Park and 9th Avenue and/or cross streets.
- . Develop underground parking i.e., Obriant Square.
- . Develop satellite parking locations.
- . Establish locations for short- and long-term parking.
- . Increase use of water/statues.
- . Use concrete or paver sidewalks.
- . Install tree grates.
- . Provide fixed and portable benches.
- . Provide multi-level lighting.
- . Provide standard light fixtures.
- . Provide trash receptacles.
- . Repair and replace turf.
- . Create volunteer gardens.
- . Increase sunny areas.
- . Seasonal Plants.
- . Park Bureau establish year-long program.
- . Coordinate program use.
- . Provide hard surface areas.
- . Remove tension structure.
- . Provide public restrooms.
- . Install drinking fountains.
- . Provide noise abatement measures.
- . Develop committee of residents, property owners, and selected city representatives.

5/27/80