

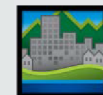
N. Lombard Street Vacation

2015-2016

WE KEEP PORTLAND *MOVING.*



PBOT
PORTLAND BUREAU OF TRANSPORTATION



**Bureau of
Development
Services**
FROM CONCEPT
TO CONSTRUCTION

Lombard/Richmond/Jersey

James John Elementary



"Ivy Island"

St. John's/Lombard Plan



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



Ordinance No. 178452
Resolution No. 36219

June 2004



St. John's/Lombard Plan



Background

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.

St. John's/Lombard Plan



Background

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.

St. John's/Lombard Plan

Urban Development Concept



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.

St. John's/Lombard Plan

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.

St. John's/Lombard Plan



Policies and Actions

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 | | | | | | |

| | | | | | | | |
|------|---|--|--|---|---|--|------------|
| | 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 |

St. John's/Lombard Plan



Policies and Actions

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St. John's/Lombard Plan



Transportation Implementation

5B. Transportation Implementation Tools

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.

St. John's/Lombard Plan

BDS – Type II Design Review Timeline

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|-----------------------------|---------------------|
| Application Submitted | 8/7/15 |
| Public Notice #1 | 9/18/15 - 10/9/15 |
| Public Notice #2 | 10/13/15* - 11/3/15 |
| Decision of Approval | 12/4/15 |
| Appeal (Multnomah County) | 12/18/15 |
| Notice of Appeal Hearing | 12/23/15 |
| Re-notice of Appeal Hearing | 1/14/16 |
| Appeal Withdrawn | 1/29/16 |