

Jennifer Vitello
Cathedral Park Neighborhood

February 24, 2015

Bureau of Planning and Sustainability
1900 SW Fourth Avenue, Suite 7100
Portland, Oregon 97201-5380

RE: TSP ID No: 30050 and St Johns/ Lombard Plan Transportation Actions for the "Hillside and Riverfront", designated as HR1 through HR6, TC10, and TC21.

To Whom It May Concern:

The Cathedral Park Neighborhood Association (CPNA) writes to provide input regarding TSP ID No. 30050 and the St Johns/ Lombard Plan Transportation Actions for the "Hillside and Riverfront", designated as HR1 through HR6.

Cathedral Park is a historic neighborhood bordered by the St. Johns Bridge, the Willamette River and the University Park and St. Johns neighborhoods. We are host to the Portland Marathon, the Portland Triathlon, the Holiday Half, and numerous other running and cycling races and events. In addition, Willamette Boulevard is heavily used on a daily basis by cyclists, runners, walkers and University of Portland students. Cathedral Park, itself, is host to more weddings than any other park in the city. Cathedral Park also hosts the Cathedral Park Jazz Festival, the Willamette River Revival, and a summer full of concerts and events. As a neighborhood, we pride ourselves on supporting, and participating in these events.

The Cathedral Park neighborhood is also a small neighborhood that is set to experience significant growth pursuant to the Comprehensive Plan, which will designate a substantial portion of our neighborhood a mixed use urban center. It is likely that once the Comprehensive Plan is finalized, this development will happen very quickly. There are currently at least 4 large lots for sale in this area, including the 15 acre "Steel Hammer" property on the Cathedral Park Waterfront. Likewise, clean-up of the adjacent Willamette Cove begins in March 2015, which will expedite progress of the North Portland Greenway Trail, Segment 3.

The Cathedral Park neighborhood supports this growth and is excited about both the development and increased recreational possibilities that will come with it. We are, however, concerned about the lack of existing infrastructure to support the increased traffic, noise and congestion that will occur as a result of this development. There are also significant safety issues for drivers, but especially for pedestrians and cyclists. Currently, many streets in the neighborhood are either completely unimproved or lack any sidewalks, pedestrian corridors, traffic signals, traffic calming devices, or bike lanes. Significantly, Willamette Boulevard is the main cycling route on the Peninsula, yet the bike lanes that run the entire length of Willamette Boulevard through University Park completely disappear once you enter Cathedral Park. The lack of a bike lane or any traffic calming devices causes drivers to speed up significantly from Richmond Ave. to Burlington Ave. At the same time, the road narrows, and begins to slope downward until it meets the very steep downhill of Burlington Avenue. This particular

intersection has been the site of many near misses and dangerous situations throughout the years. (Please see attached article from the St. Johns Review dated July 1, 1921 describing how the car in which Mr. McMurren and his daughter tipped over; "turtled" at this intersection.)

The neighborhood is providing this testimony in support of actions to be taken under TSP ID number 30050 and as set forth in the St Johns/ Lombard Plan Transportation Actions for the "Hillside and Riverfront", designated as HR1 through HR6, TC10 and TC21. We would like to see these items made a priority before this high-density development begins in the neighborhood. We are appreciative of your time and look forward to working with you to create a safe, sustainable and livable Cathedral Park neighborhood.

We look forward to working with you all on these matters.

Best Regards,

The Cathedral Park Neighborhood Association

Jennifer Vitello, CPNA Habitat and Livability Chair
Doug Larson, Chairman of the Cathedral Park Neighborhood Association
Nicholas Grisham, CPNA Land Use and Zoning Chair
Dan Riordan, CPNA Treasurer and Member At Large

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Jackson, . . .
L. L. Smock
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W. Ormandy
P. A. Getz
A. W. Markle
H. P. Jones
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G. L. Beach
W. Bopham
L. E. Rose
Sundstrum
L. L. Crane
A. Mulkey
E. A. Blew
P. Hoskins
Van Arsdale

Entrance was made through a back window. A glass was broken and an inner bar removed. A few cigarettes and two pieces of chewing tobacco were taken. About 50 cents in small change was also taken from the till. Evidently some youthful dime novel heroes imagine pirates have left hidden treasures along the banks of the Willamette and the site of Mr. Bartlett's store and this office is the treasure chest. A grave mistake. Since this office was burglarized a short time ago, the entire force has made diligent search and were unwarded for their labors. Better try a new field. Sunday evening an automobile driven by Mr. McMurren of 5106, Forty-second ave., southeast, turned turtle on Burlington street and Willamette boulevard. His daughter, Miss Mildred McMurren, received several painful bruises. The patient is resting easy in the Peninsula hospital.

pilgrimage other place hospitality too well known comment a from there. St. Johns, a sula chaple the magnifi side.
A Port down and i High weed the acciden den. Later foliage may by the de police force list of weed busy before gets your n A bound the home of Armstrong, Saturday, J

Happy Fourth of July, that's h e day everybody wears

SAILOR HAT UNDERWEAR

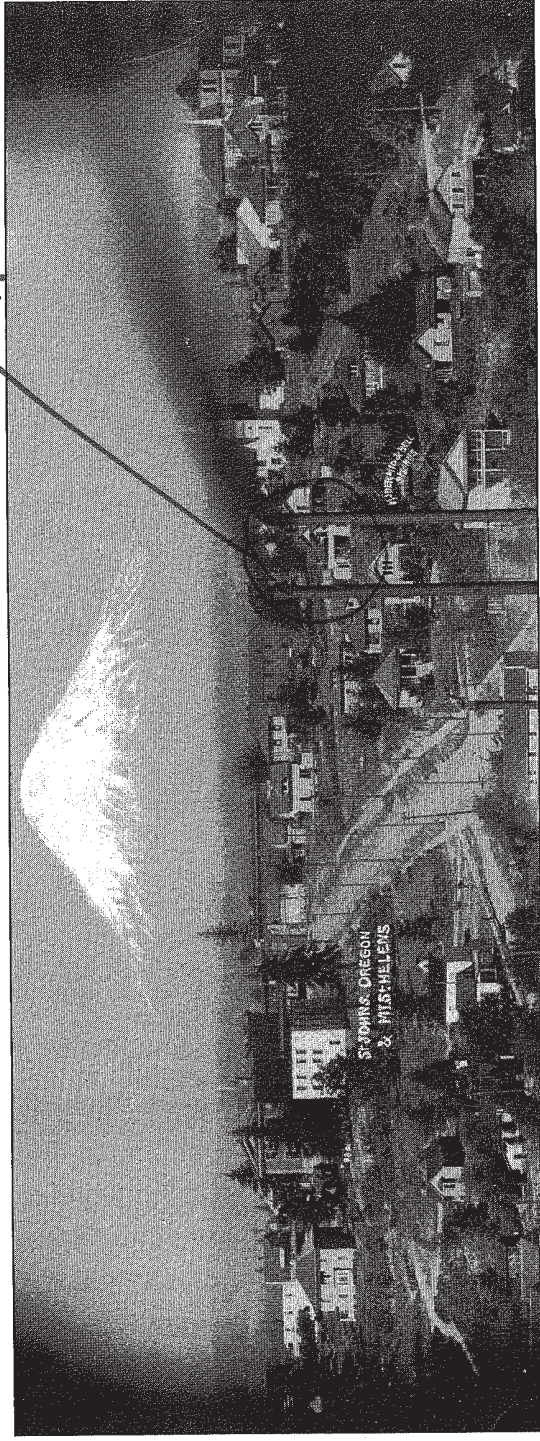
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tralls	\$1.65	Men's Fine Dress Shoes
tralls	\$1.50 and 2.50	Men's Work Shoes
tralls	1.25 up	Boy Scout Shoes
Mode	1.50 up	Tennis Shoes \$1.35, \$1.45,
tralls	1.60	Sailor Hats for Men

This is the Cathedral Park Neighborhood

A Pictorial History of St. Johns

My House !!



Donald R. Nelson

4-21-11

CATHEDRAL

**NEIGHBORHOOD
ASSOCIATION**

Neighborhood

Overlapping B

Fire Stations

Schools

City Boundary



INFORMATION SOURCES

Taxlots: Originally produced by Oregon Dept. of Transportation
Modified and updated by Multnomah County
Taxation and Portland Dept. of Transportation
weekly by City of Portland. Accuracy

Neighborhood Association Boundaries
Originally digitized by Portland Department
Updated by Bureau of Planning and Statistics
Office of Neighborhood Involvement, December 2003

All data compiled from source materials at
For more detail, please refer to the source

The information on this map was derived from the City of Provo GIS databases. Care was taken in the creation of this map, but it is provided "as is". The City of Provo does not accept any responsibility for error, omission, or inaccuracy, and therefore, there are no warranties, expressed or implied, accompanying this product. However, notices will be appreciated.

March 21, 20
1 Scale: 1" = 8

