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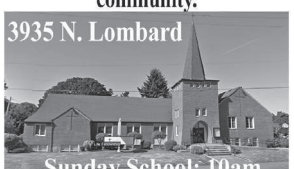
Sun: 8am & 10am; Sat Mass: 5pm
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Daily Mass: M-F: 8:30am
5227 N. Bowdoin * 503-289-2834

Portsmouth Trinity Lutheran Church
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Church: 11am
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LETTERS TO EDITOR

Continued from Page 3

from Richmond to Lombard it will slow traffic and provide a much improved view and safety of the Lombard/Charleston intersection. Cars will be going slower after having to turn at the new intersection. One suggestion that has been made is to set the structure back from Lombard further than proposed in order to allow traffic to have an easier view of the Charleston intersection. I/we agree that a greater setback would allow greater views of persons, cars and bikes at Charleston. However, I/we believe accordingly it would enable vehicular traffic to actually go faster than either the current situation or the proposed new Lombard/Richmond intersection would permit for the very reason of greater site visibility. Where there is greater visibility drivers tend to go faster than if there are obstructions to being viewed. Besides we should want traffic to slow down not speed up. The addition of a marked crosswalk and signage at Charleston would also help for the grade school, library and other traffic. In the business district traffic needs to go slower, not faster.

St Johns is a designated Town Center in the city's Comprehensive Plan. It calls for higher densities than surrounding areas. This is reflected by requiring taller buildings and mixed use in the town center. This proposal follows that requirement. We as a community should support that but also want the development to be aesthetically as well as functionally pleasing. Residents should have that quality of life. The architect notes how modulating the building proposed along Lombard would help it fit in with the surrounding streetcar era architecture. It would then fit well when (years from now) the streetcar is returned on Lombard (Portland Streetcar Plan 2009). The three building facades and styles proposed are excellent! Hopefully there are at least two different facades facing Charleston. Also ground floor is varied — as well as roof overhangs for shade as well as in times of inclement weather. The mixed use development will have ground floor uses that could utilize the proposed plaza where people from the community and the development could sit, relax and patronize the adjoining businesses.

The situation for parking presents a conundrum. On the one hand the more parking spaces that are provided the more it continues our over-reliance on the auto in a time when we are trying to reduce our carbon footprint (per Climate Action Plan adopted by City Council in June 2015). Reduce the number of off-street parking and there will likely be more congestion on St Johns streets. Off-street parking spaces are expensive! They add to the cost of commodities we buy, residences we buy or rent. Bottom line is we pay for parking one way or another. An underground parking space cost

on the order of \$30,000 per space to construct and that was in 2002 (The High Cost of Free Parking by Donald Shoup, 2011, page 188). These costs are passed on to the user. Portland is concerned with equity and gentrification. Not requiring parking, or further reducing the number of spaces would address these issues by reducing costs and hence increase affordability. Adding more spaces encourages additional auto use and more congestion, not less over time. What is the solution? Let the 'market' determine the cost of parking. Charge for parking by pricing it according to demand — higher cost when the demand is great and less or zero when demand is slack. European cities have been doing this for years. Some US cities (Los Angeles and San Francisco) utilize in high demand areas. If we are honest with ourselves we will walk and bike and use transit more and drive less. It's healthier and less costly. A winner for the community and us as individuals.

All in all, our congratulations to the owner and design team for a well thought out project!
Curt Schneider and Cathy Hume
North Charleston
(Curt participated in the St Johns/Lombard Plan in 2003/4, served as a St Johns resident on the Portland Streetcar Plan in 2009, was President of the St Johns Boosters in 2012/3 and is currently serving on the city's Mixed Use Zoning Planning Advisory Committee. Cathy was a Board member of the St Johns Farmers Market in 2009-2011)

Keep Ivy Island

Dear Editor,

I've been thinking about Ivy Island, and how I will miss it, if this new Charleston St./Ivy Island development is approved. It will be gone under the current proposal.

Consider the whole of Lombard, essentially a succession of strip malls and traffic lights. It feels gritty with asphalt, power poles and undistinguished architecture. And then you come to Ivy Island. Ivy Island is a unique and lovely segue into the business district. Perhaps a little quaint, but it is nice. It's shady with trees and it's landscaped. And there it is right in front of you. You can't miss it. Only St Johns has it and you know you're home when you see it. Not as iconic, with a capital "I" as the bridge, but it is distinctive to St Johns. And the Lombard slip lane at Ivy Island makes an easy entrance into St. Johns. It's a nice experience.

So let's imagine that everything from this proposed development has been built, including the four story apartment building. What will the approach to St. Johns be like? Now as you approach the business district you are first greeted by the dull red brick 7-11 building, then, right behind that, the dull red brick strip mall, and then the dull red brick four story apartment

structure yet to be built. Depending on the time of day, you'll also wait in the backed-up traffic in the right hand turn lane to get into St Johns. On the left hand side you have the dull gray brick storage structure. Dull may be a severe and unkind word, but from the drawings the architect has presented, it is that dull red brick kind of multi-structure we're seeing everywhere - flavorless and ubiquitous. This corner will now be like the whole of Lombard.

The only justification for razing Ivy Island is an issue of safety, specifically, the blind Lombard curve and its effect at Charleston. There are many options other than razing Ivy Island to make this safer, such as speed limit signage and a pedestrian signal (like we have at N. John St.). Also, once the Huk Building is demolished the sight-line for that curve can be moved back. If you move the sight-line just four feet back, the Charleston corner is no longer blind and it becomes as safe as any corner on Lombard.

There's a lot that works with the current Ivy Island and the Lombard slip lane configuration, and it's not necessary to destroy everything. There are more elegant fixes to the Charleston corner.

John Teply, Atelier Gallery, N. Alta

To helpers at CPJF: Thank you!

Dear Editor,

Thank you Sponsors and Volunteers for making the 35th Cathedral Park Jazz Festival a reality.

I'm a free-lance photographer and contributor to the *St. Johns Review*, and had the privilege of being invited backstage again this year. But early Friday afternoon before the first show, I stowed my camera gear and began learning first hand what a massive effort it is to stage this event. The 'day of' tasks started with bringing the event paraphernalia from storage, which was an ongoing effort. Then erecting all the pavilions, populating them with chairs, tables, and all the

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Racing for Kids - Come join the fun

Thirty years ago, a member from Cascade Sports Car Club introduced the idea for giving back to the community. It was decided that Cascade would dedicate one race each year toward raising money for children in need. That's when the "Dash" was born. Over the years, the club has raised close to a half million dollars for kids!!

Doernbecher Children's Hospital has been the largest beneficiary, but a few years ago the race also began benefitting Take Action, a non profit that helps feed at risk children when they're away from school. Backpacks are filled with food during the week and then sent home with students for the weekend. Schools in the St. Johns area that participate in this program include James John, Sitton, and Rosa Parks. Take Action has been helping

equipment and supplies inside them. The sound crew brought in and set up a myriad of equipment. The IT crew came in, setting up WiFi and net communications. T-Shirts and other bulk merchandise was prepared for sale. The KBOO radio station set up their mobile outdoor studio. Volunteer and musician support was set up (especially the life-saving water in the 90+ heat). The beer garden with its liquor license requirements, the food trucks requiring traffic control and electric generator. Amenities and IDs for the VIP area. Porta-potties, recycle, trash. I could go on and on, but you get the idea how every single thing from the minuscule to the monumental has to be done for a successful event.

Although major things were scheduled previously, it took the on-site of skill and commitment of Marie Graebener to manage and ensure that both the scheduled and unscheduled tasks were completed - Thank you Marie. Key volunteers helping her were Dale 'the General' Dobbins, Kate 'Ms Getit Done' Nieman, Bob 'Guru stage manager' Luboch, Carol 'silent helper' Haywood and Marshall 'I got it' Snyder - Thank you. And less than a dozen more volunteers, all pulling way above their weight to make it happen - Thank you.

I only know a few of the many sponsors, but this newspaper, the *St. Johns Review*, was one for printing and distributing the event program/schedule at its own expense - Thank you. Safeway, I saw your truck by the beer garden... Thank you. KBOO 90.7 fm for promotion and LIVE broadcast during Saturday - Thank you. Portland Piano Company for providing the wonderful grand piano onstage and West Coast Piano for transporting it - Thank you.

It was a wonderful event, thanks to all the volunteers and sponsors that want to bring it to life each year, and the generous audience that enjoys and supports it. Thank you, very much.
Jim Moulton



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