

# Ivy Island

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By Gayla Patton

nization is in favor of the removal of Ivy Island. Lindsay Jensen, Ex-

ecutive Director for St. Johns Main Street said, "We are in support of it happening. We recognize that significant planning, resources, and neighborhood input went into de-

veloping the St. Johns/Lombard Plan, which is the basis/reason for Ivy Island being vacated. While it's always good to re-visit planning documents and to update plans to align with the current needs of the neighborhood, we feel that the vacation of Ivy Island is still relevant and an important step to improve the Lombard/Richmond intersection."

Jensen added, "The current Ivy Island configuration is not currently safe or accessible, being surrounded on all sides with traffic lanes and no supportive adjacent uses. The proposed development will include two additional open spaces, one of which will be dedicated as permanently open to the public. The two additional open spaces will be supported by the adjacent commercial spaces and residential units above. In addition the open spaces will be safer than Ivy Island, only having one side of the space exposed to traffic lanes.

St. Johns Main Street appreciates Farid Bolouri willingness to personally invest in the St. Johns/Lombard plan, but we also recognize that this is a great opportunity to leverage the street vacation process to encourage Farid and his team to address some essential neighborhood concerns about the development (which will happen regardless of the Ivy Island outcome). In a letter sent to the city in partnership with the St. Johns Neighborhood Association last month, here were our key requests:

- Having the developer sit down with the Housing Development Center and/or Portland Housing Bureau to learn about potential affordable housing resources or potential partners. We are committed to bringing more affordable housing into the neighborhood and consider this to be a top priority for St. Johns.

- Ensuring that our iconic St. Johns marquee is preserved and placed somewhere visible on the property (ideally in the public plaza)
- Having the developer and his team incorporate native greenery into both of the plaza spaces to help offset the loss of greenery from the traffic island
- Investing in a marketing campaign for the business district during construction to ensure that customers know that business is open as usual
- Ensuring that a memorandum of understanding is developed and signed between the public library and the Union at St. Johns regarding the use of the shared parking lot
- Having the city and/or the developer conduct a traffic impact analysis that includes the surrounding residential area and make recommendations for transportation improvements on local streets to mitigate potential traffic impacts.

In a letter to the Review by Shae Uisna (#18 Sept. 4 2015 issue,) Uisna said, "Right now the Eastern entrance to Downtown St



Resident and business owner John Teply would like to see Ivy Island remain where it is. It may be removed with a coming development.

Johns works well as a clear entry point. One can see through the trees on Ivy Island to the street and businesses beyond. It is a welcoming "doorway" into our Business District, and the present slip lane works well with the triangular shape of this intersection; being both inviting to visitors and making it easy for folks to drive into St Johns. Imagine now, instead of the current entrance, we construct a brick wall at this entryway to St Johns. The intention of a wall is to keep people out. This is in essence what the new entry way will be; a four story brick apartment building that will block the natural flow of movement into the St Johns Business District."

Jensen said in her email to the Review: The current configuration of Ivy Island is auto-centric and does not create a safe pedestrian or bicycle environment at the intersections of Richmond & Lombard and Charleston & Lombard (as supported in the Intersection Safety Audit of North Richmond and North Jersey by ODOT, 2011). The reconfiguration of the intersection through the vacation of Ivy Island and the proposed development will reduce the traffic speed of vehicles entering the St. Johns town center by replacing the "slip lane" with a dedicated hard-right turn. This coupled with pedestrian crossing improvements at the intersection of Richmond & Lombard and Charleston & Lombard will increase pedestrian safety and use.

Teply's idea is to keep Ivy Island and add sculptures, art and make it an island garden that people will want to come see. "We could even put in some special lighting," he said. "It would then be an entrance into St. Johns that people from all over will want to visit."

The next meeting is at the Planning and Sustainability Commission on November 17. They will make their judgment and then it goes to city council approximately six weeks after that where Council will decide whether to vacate the property or not.

The Planning and Sustainability Commission is at 1900 SW 4th Ave, Suite 2500A. According to their website meetings are generally 5:00 PM to 9:00 PM.

What are your thoughts and ideas about keeping or vacating Ivy Island? Share them with readers. Email: reviewnewspaper@gmail.com. Letters will be accepted also by sending them to: The Review, PO Box 83068, Portland, OR., 97283.

# Citizens talk

By Barbara Quinn  
The Review

The Portland Harbor Community Advisory Group (PHCAG) hosted a press conference on Monday, Oct. 19, 2015 to announce written testimony to the EPA's National Remedy Review Board in response to the Conceptual Plan for the cleanup by EPA Region 10. Members representing north and northwest neighborhood associations, Audubon and Willamette Riverkeeper, gathered with individuals and other community groups to make a unified statement to media, while a fisherman cast from the Cathedral Park beach behind them.

As the superfund process continues to build momentum, residents are encouraged to keep updated with The Willamette Insider, the PHCAG's free, brief, bimonthly newsletter that offers updates on the process and will publish the yet-to-be-decided dates for formal public comment period coming up within months. Those interested can sign up for the newsletter is through Portland-HarborCAG.info on the righthand side of the website.

Below are excerpts from the PHCAG statement and paper, which can be accessed at <http://portlandharborcag.info/sites/default/files/CommentstoNRRB-fromPHCAGr.pdf>.

### Excerpts from the PHCAG paper and statement:

"We take seriously the goal of a long-term remedy meant to last into future centuries and recognize this process as a unique opportunity. We have persevered though this long process for more than ten years despite delays by polluters, external pressures and the challenges of bringing together a very diverse community. Now it is finally time for the community to be heard.

None of the cleanup alternatives prepared by the Lower Willamette Group and revised by the EPA, labeled Alternatives B through G, will achieve either fish that are safe to eat or satisfy requirements of the Clean Water Act. We have told the EPA that we want a cleanup plan that says at the end, there will no longer be a need for fish advisories like the sign posted at Cathedral Park.

We do not want pressure for cheap and fast to override the need to get it done right! Getting it right is the most important criterion. We favor maximum removal of contamination from the lower Willamette that will offer a long-term, effective solution. Contamination left behind is a continuing risk to human health and the environment. EPA needs to address these issues by implementing a more vigorous remedy—an alternative we call G+.

It is critical to protect members of our community, especially underserved members who have suffered exposure to river contaminants for many decades. These effects include direct health impacts, the psychosocial stresses of living with contamination and the loss or reduction of critical community opportunities such as subsistence and cultural fishing, recreation and access to the river. We are particularly concerned about members of the houseless community living in contaminated areas, underserved communities that rely on sub-

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