



Woodlawn Triangle Area Master Plan
Portland, Oregon
January 1, 2008

The Woodlawn Triangle Area Master Plan effort results from a partnership between the City of Portland Bureau of Planning District Liaison Program, and the Woodlawn Neighborhood Land Use and Vision Committee. The Bureau of Planning hired urban designer and architect Stuart Emmons, and his firm Emmons Architects, to lead two public workshops to solicit community input and develop the Master Plan report. We wish to thank the Woodlawn Community members who participated at events, and the Portland Office of Transportation and Portland Parks and Recreation for their staff assistance.

ACKNOWLEDGEMENTS

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The Woodlawn Triangle Area is defined as NE Dekum street from NE Martin Luther King, Jr. Boulevard to Woodlawn Park and includes properties zoned mixed commercial (CM).



This rendering is the vision for the Triangle, featuring traffic calming, safe streets, active street fronts and sidewalks, and new and rehabilitated buildings.



View of Dekum looking west from Woodlawn Park

Summary

The historic Woodlawn Triangle Area is experiencing a reawakening. It is the primary mixed-use commercial center and corridor along NE Dekum Street in the Woodlawn neighborhood.

The goal of this Master Plan is to create both a vision for the Triangle as an active neighborhood center and corridor, and an implementation plan for the vision. Most of this vision involves infrastructure: streets, sidewalks, crossings and streetscapes. It also includes suggestions for new building design, amenities and retail mix. Put together, the elements of the vision seek to create an active and attractive place that neighbors and visitors can enjoy, while meeting local needs and desires.

The implementation plan is designed to achieve visible results in the near to medium-term future, paralleling current building rehabilitation and new development projects. This plan will involve a public/private/community partnership to help insure that new businesses succeed, and that more historic rehabilitation and mixed-used development takes place.

WOODLAWN NEIGHBORHOOD SURVEY, 2007

A majority are generally optimistic about what's happening in Woodlawn.

A little more than half know their neighbors fairly well.

A quarter know them very well.

A few know them not too well.

Very few don't know them at all.

A majority feel very safe walking alone in Woodlawn during the daytime.

A few feel somewhat safe.

Very few don't feel safe at all.

Half feel safe walking alone at night.

A little more than a quarter feel very safe.

A few don't feel safe at all.

Diversity, Woodlawn Park, and nice neighbors are the top qualities people like most about Woodlawn.

Graffiti, lack of amenities and speeding cars are the top qualities people dislike.

One third use their personal vehicle as their main way to get to work.

One quarter use their bike.

A little less than a quarter use public transportation.

A few carpool.

A few walk.

A few work from home.



Community Meeting developing the vision and goals, October, 2007

COMMUNITY'S VISION FROM 1993 WOODLAWN NEIGHBORHOOD PLAN

"In the future, Woodlawn will be a place where people live harmoniously, respectfully, and in support of one another. The neighborhood will be a clean and thriving community with beautiful homes, institutions, and businesses.

All Woodlawn residents will share and pursue the common values of health, efficiency, beauty, equity and justice. The parks and streets will be attractive and safe places to walk and play at all hours. There will be a community center and many social activities for children, youth and adults.

On entering Woodlawn, visitors will notice the careful attention given to the placement and design of streets, parks, buildings and homes in accordance with the Woodlawn Neighborhood Urban Design Guidelines. Visitors and residents will be able to enjoy important landmarks, experience community-chosen public art and neighborhood activities."

Community Vision

The Woodlawn Triangle Area is an attractive and active neighborhood center, similar to what it was in the early 20th century, when it was a stop on the streetcar line. It will be a neighborhood gathering place, where people can walk or bike to convenient neighborhood shops, cafes and restaurants that serve local needs and desires.

A realized vision will include a large curb extension on Dekum Street, on the east side of the Triangle center and a smaller traffic median on the west side. New pedestrian crossings around the Triangle, curb extension and medians will slow traffic on Dekum Street and make the area safer for pedestrians.

A safe, graffiti-free, sustainable neighborhood will be created. There will be successful shops, cafes and restaurants that meet local needs and draw people from other neighborhoods, new customers living over retail, and convenient parking for bicycles and motor vehicles. The diversity of the neighborhood is an essential part of its character, and a mix of housing types will be provided to help reduce displacement.

A neighborhood center, by the neighborhood, for the neighborhood.



View of Dekum facing West @ NE Grand



View of Woodlawn Triangle facing East @ NE 7th

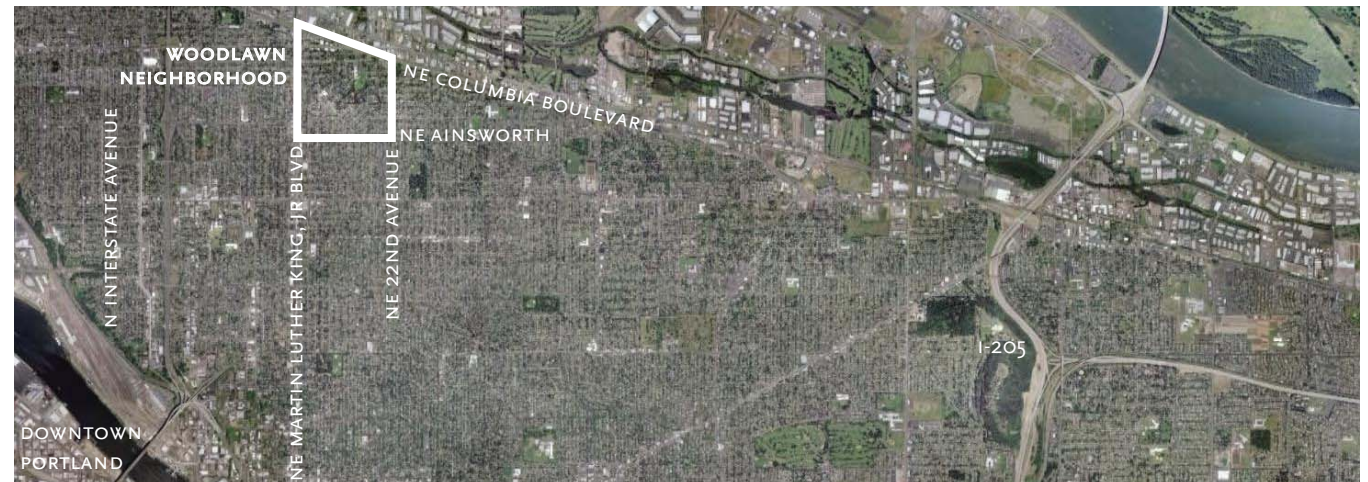


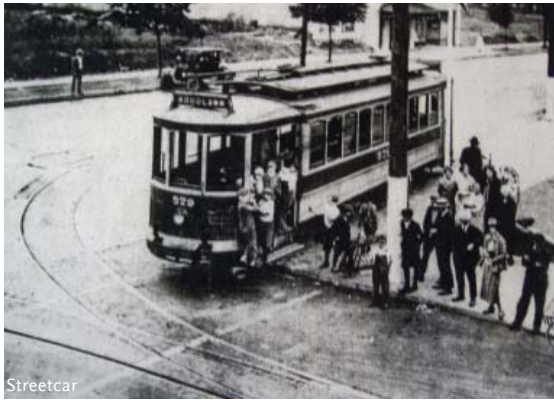
View of Woodlawn Triangle facing East @ NE Madrona



Location

The Woodlawn Triangle Area is a part of the Woodlawn neighborhood. The Woodlawn neighborhood is located in Northeast Portland on 469 acres, with an estimated population of 4889 people living in 1854 households (2000 US Census). The neighborhood is bounded by Martin Luther King Jr. Boulevard to the west, NE 22nd Avenue to the east, NE Columbia Boulevard to the north, and NE Ainsworth to the south. Woodlawn is primarily a residential neighborhood. Commercial and industrial uses are located along the perimeter of the neighborhood on Martin Luther King, Jr. Boulevard, NE Lombard, and NE Columbia. Many of the streets in Woodlawn are laid out diagonally to the typical Portland grid. NE Madrona, NE Oneonta, and NE Durham merge into NE Dekum, creating a distinct focal point for the neighborhood. Historically, this has been the center of the neighborhood's commercial and cultural institutions.





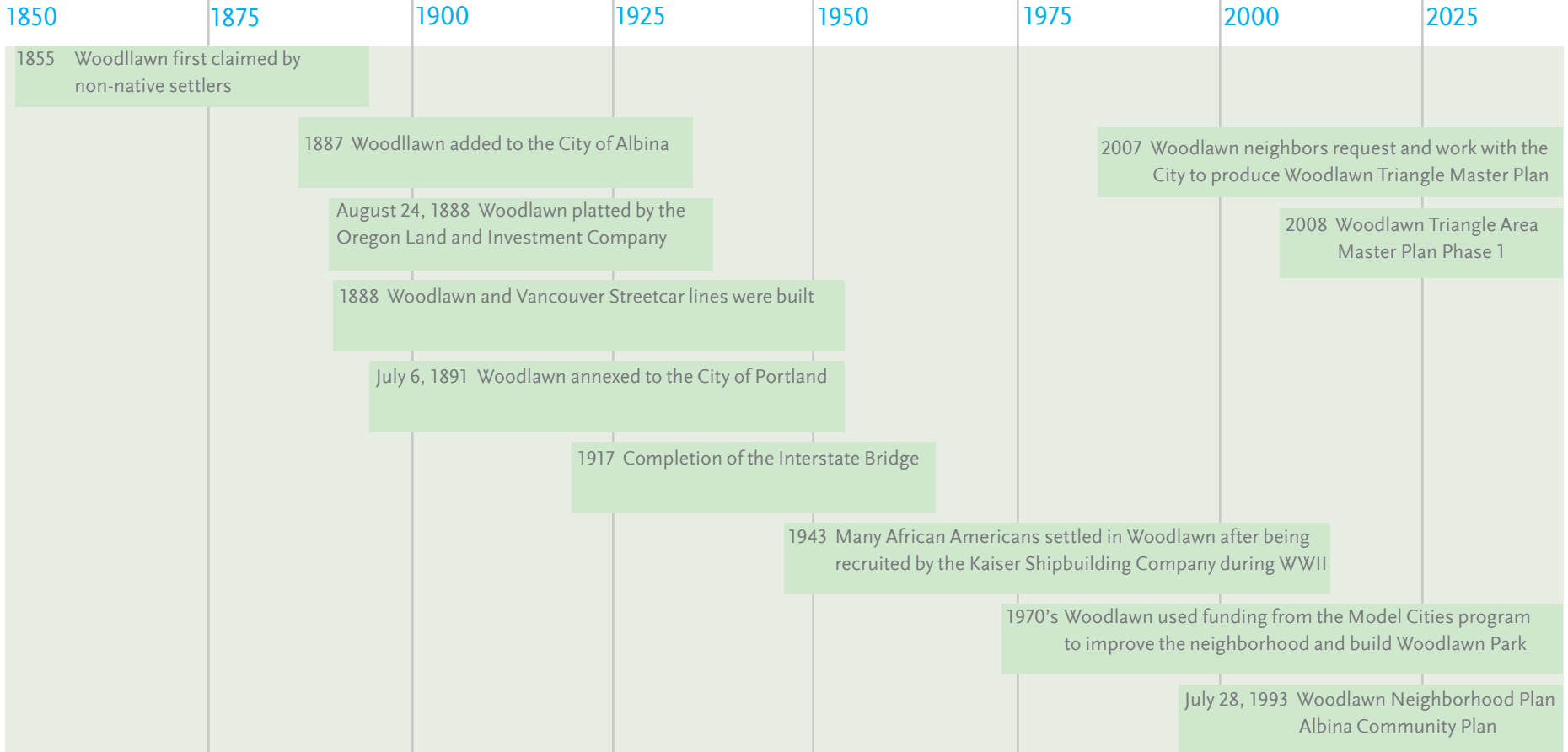
Streetcar



Firehouse



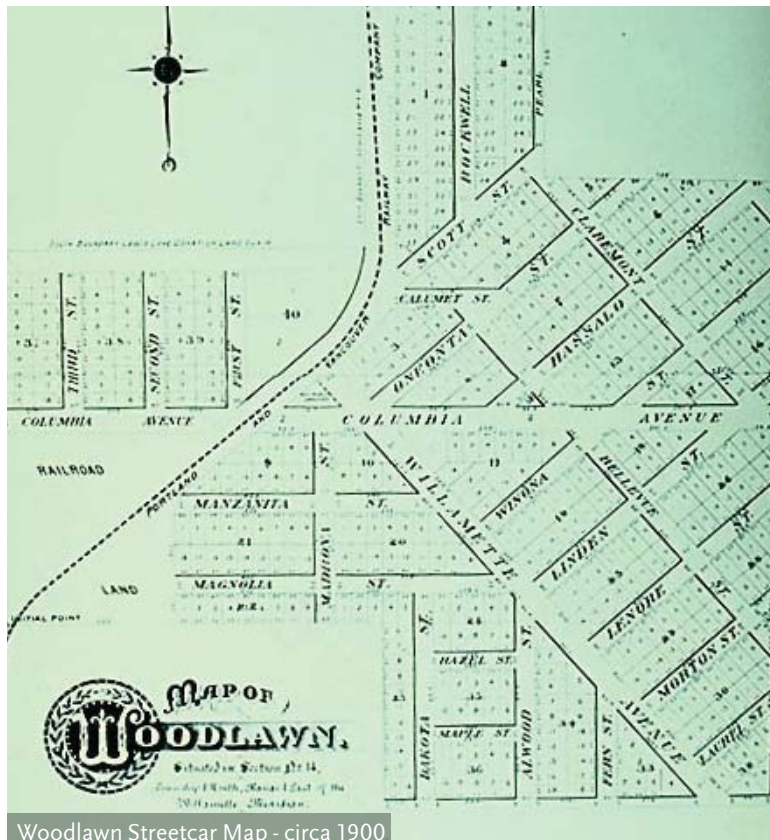
800 NE Dekum, currently Good Neighbor Pizzeria



January 1, 2008 Woodlawn Triangle Master Plan

Woodlawn started as a result of two street car lines that were built in 1888. A depot was built at the intersection of Dekum and Durham (formerly Willamette) streets. The area was the center of local and regional activity until the completion of the Interstate Bridge in 1917. Woodlawn then suffered an economic decline as businesses moved out, due to Vancouver residents having easier access to Portland. During WWII, many African Americans, relocated to Portland by the Kaiser Shipbuilding Corporation, settled in Woodlawn, racially integrating the neighborhood. Post war unemployment brought Woodlawn into a second decline. In 1970, Woodlawn received national aid as part of the Model Cities planning grant and Woodlawn Park was built. Crime and economic decline continued into the 1970s and 80s. Woodlawn is now experiencing a revitalization.

History



Woodlawn Streetcar Map - circa 1900





Most of the Woodlawn Triangle and Corridor is zoned Mixed Commercial (CMh), which allows for 4 story mixed use commercial and residential buildings with a 45 foot building height limitation and no front yard setback. New construction must be at least 50% residential. Most of the surrounding zones are residential: Multi-Dwelling Residential (R1), Single-Dwelling Residential 2500 (R2.5) [townhouses], and Single-Dwelling Residential 5000 (R5) [single family houses]. The 'h' relates to an aviation height restriction that is not relevant here because of the relatively low building height limits and topography.



Zoning Overview

A significant portion of Woodlawn is part of the Woodlawn Conservation District (for complete District boundaries, see page 15). This designation is applied to areas that contain a concentration of related historic resources. Building a new structure or altering an existing structure in a Conservation District requires historic design review, a Type II City staff review. Historic design review ensures that the district's historic values are considered during a development's design process.

GENERAL RECOMMENDATIONS

BUILDING DESIGN should be high quality and respect the character of the neighborhood (SEE PAGES 18 - 19)

GROUND FLOOR USES should consist of a diverse mix of retail, restaurants and cafes to service the neighborhood and attract people from outside of the neighborhood. (SEE PAGES 20 - 23)

PUBLIC ART can be implemented on an on going basis as funds become available (SEE PAGES 24 - 25)

COMMUNITY PROJECT TEAM RECOMMENDATIONS

A. PEDESTRIAN SAFETY AND TRAFFIC CALMING (SEE PAGES 28 - 33)

PHASE 1: A large curb extension, with landscape and perhaps public art at the intersection of Dekum and Durham is highly recommended. In addition, add two new medians with landscaping on Dekum, at Madrona and Durham. Landscaping should replace concrete surfaces on existing medians. New pedestrian crosswalks surrounding the triangle should be added to further enhance pedestrian safety. Accessible sidewalk ramps should be included at the new crosswalks, if they don't already exist.

LATER PHASES: Accessible sidewalk ramps should be finished; traffic calming on NE 6th and 8th, south of Dekum, should be addressed (probably through the addition of four way stop signs); solutions for reckless driving at the corner of Dekum and Bellevue should be addressed.

B. SIDEWALKS (SEE PAGES 34 - 39)

A complete sidewalk plan from MLK to Woodlawn Park should be determined (with materials, widths, etc.) by the Project Team so new developments will have a guide to work with.

PHASE 1: the sidewalk between 8th and Durham should be improved as soon as possible to encourage additional sidewalk seating. This is a centrally located sidewalk in the Triangle and adjacent to central storefronts.

LATER PHASES: New developments and rehabilitations should, whenever possible, improve sidewalks as part of the projects.

C. PLANTING STRIPS (SEE PAGES 40 - 45)

PHASE 1: A complete planting strip enhancement plan is recommended to give the neighborhood additional character and to enhance sustainability through green street design.

LATER PHASES: Planting strips can be upgraded on a phased basis coordinated with funding and property owners. Design of planting strips to be through community process.

D. TREES (SEE PAGES 46 - 51)

PHASE 1: A complete tree plan is recommended along Dekum from Martin Luther King, Jr. Boulevard to Woodlawn Park, as well as the sections of Madrona and Durham in the Triangle. This would identify which trees should stay and which should be removed. Shorter flowering fruit trees are recommended on the south side and taller trees on the north.

LATER PHASES: Trees can be planted on a phased plan coordinated with funding and property owners.

E. PARKING (SEE PAGES 52 - 57)

PHASE 1: Vehicle and bicycle parking should to be added to help the Triangle's commercial uses succeed. Changing NE Durham between Dekum and Madrona to one-way north bound and adding diagonal parking to both sides of the street is recommended.

LATER PHASES: timed parking can be considered when parking availability for commercial uses becomes an issue.

F. STREET LIGHTS, STREET SIGN CAPS, GRAFFITI (SEE PAGES 58 - 59)

LATER PHASES: The existing 1950's era street lights have character. It is recommended that they be cleaned and painted to add interest to the street. Street sign caps may be a good addition to help give the Triangle identity. There should be a Community Project Team that addresses graffiti and works with residents, business owners and the Bureau of Neighborhood Involvement to reduce graffiti and get it removed quickly.



Recommendations

SUMMARY, OVERVIEW

GENERAL RECOMMENDATIONS (summarized to the left and explained further on pages 18 - 25) are general to the entire Woodlawn Triangle Area and can be addressed by Woodlawn community members when new development proposals arise in the Triangle Area. These include building design, ground floor uses, and public art.

COMMUNITY PROJECT TEAM RECOMMENDATIONS (summarized to the left and explained further on pages 26 - 59) are more specific and their implementation will be the responsibility of Community Project Teams, which formed during the master planning process. It is recommended that each Community Project Team have chairs and co-chairs to ensure successful implementation of Master Plan recommendations that will be described on the following pages.

This section will begin with general recommendations, to be followed by recommendations that the Community Project Teams will take the lead to implement. Some recommendations are divided into “Phase 1” and “later phases”. Phase 1 focuses on improvements that will contribute to the immediate revitalization and success of the area. Later phases are moderate to longer range recommendations that can be implemented over time and will further improve the area. These recommendations are a result of community input from the two community workshop meetings with the Woodlawn Land Use and Vision Committee (see pages 62 - 65).



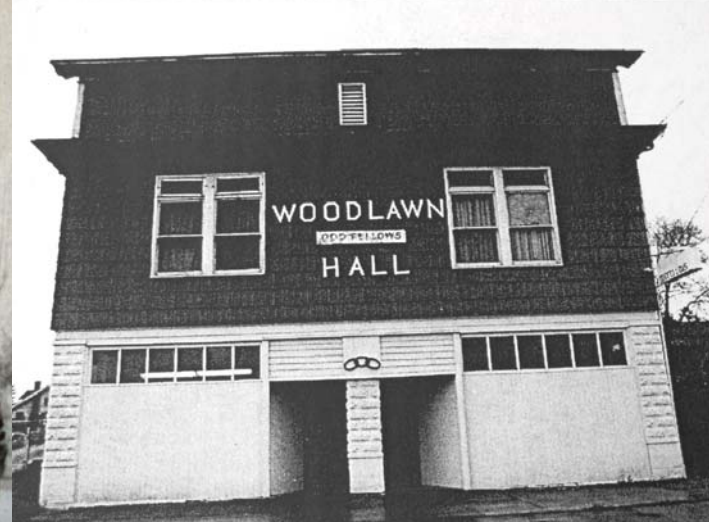
Western Storefront - 808 NE Dekum



Historic Brick - Firehouse



Western Storefront - Village Ballroom



Dekum Storefronts between 8th and Durham



Building Design

GENERAL RECOMMENDATIONS

New buildings should reflect or respond to the building styles found in the Triangle Area, such as western storefront and brick (such as the firehouse). Ground floor windows and cornices should be incorporated as appropriate, and brick, wood and other high quality building materials should be utilized. Building design should fit with the ‘fabric’ of the neighborhood through both style and materials. All buildings in the Woodlawn Conservation District are required to go through a Historic Design Review - a Type II City staff review. Refer to Neighborhood Design Standards for more guidelines.



Another example of a neighborhood magnet:
Cinema 21 on NW 21st @ Hoyt



Bella Selva Coffee Shop

Shops

Clinton Theatre

Shops

Noho's Hawaiian Cafe

View of SE Clinton @ 26th facing SW

The neighborhood center at SE 26th and Clinton is a good comparable for the Woodlawn Triangle Area project. Anchored by the Clinton Theatre; several restaurants, a neighborhood coffee shop and many smaller retailers have located here. It is a neighborhood center that is enjoyable to walk to and visit, in part because of traffic calming, facilitated by a 4-way stop.



Ground Floor Uses

GENERAL RECOMMENDATIONS

A good retail mix should be encouraged so residents have desired services within walking distance. In addition, it is important to have commercial magnets, such as a unique restaurant, or cultural magnets, such as a cinema or the Village Ballroom, to attract people from outside the neighborhood. The stores in the Triangle will be small scale and preferably under local ownerships as desired by the Woodlawn Community. Martin Luther King, Jr. Boulevard is close by for other large format retail and shopping needs.



EXISTING USES

- Pizza Restaurant (recently opened)
- Village Ballroom
- Brickwall Records
- Second Time Around - Vintage Clothing
- 3 Boys Market
- Steakadelphia
- Sharon's Hair Salon

IN CONSTRUCTION OR PROPOSED USES

- Restaurant (Italian) - in construction
- Naturopathic Clinic - in construction
- Health and Wellness Studio
- Coffee Shop(s)



Ground Floor Uses

GENERAL RECOMMENDATIONS

COMMUNITY DESIRED/RECOMMENDED USES

Convenience Corner Market, Bakery/Cafe, Coffee House, Performing Arts Venue, Music Venue, Laundromat, Bike Shop, Toy Store, Shops, Boutiques, Video Store, Restaurants (perhaps ethnic) Arts Cinema

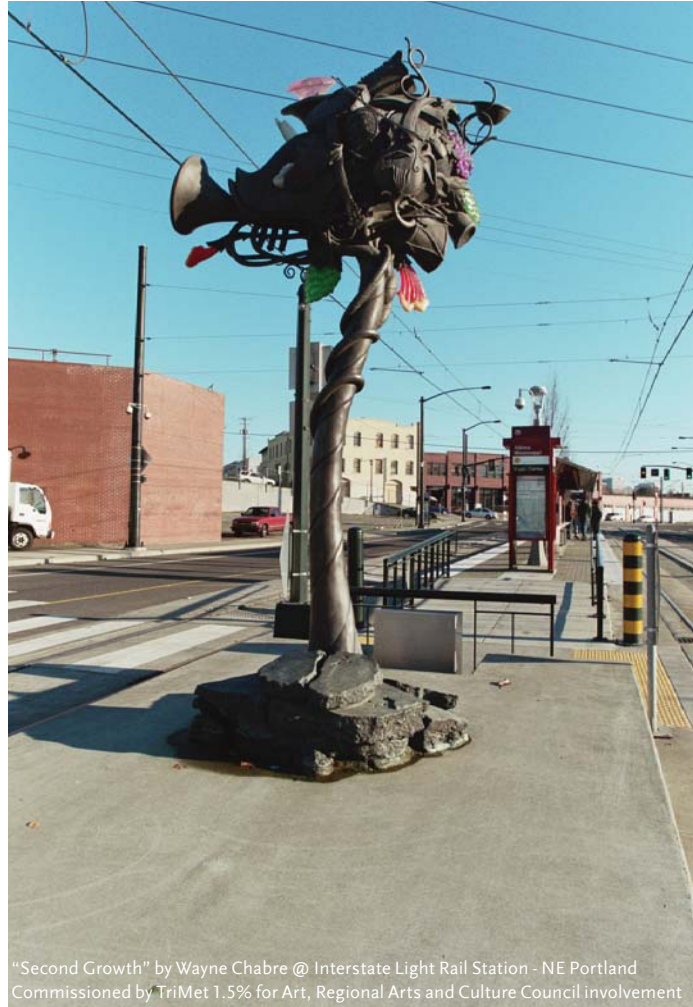
RETAIL POTENTIAL (LEAKAGE) DETERMINED BY ESRI*

Furniture & Home Furnishing Stores
Electronics & Appliance Stores
Sporting Goods, Hobby, Book, and Music Stores

* Data from a November 30, 2007 Environmental Systems Research Institute, Inc. (ESRI) Report



"Tikitotmoniki" by Kenny Scharf @ Jamison Square Park
Commissioned by Pearl Arts Foundation - Private donations



"Second Growth" by Wayne Chabre @ Interstate Light Rail Station - NE Portland
Commissioned by TriMet 1.5% for Art, Regional Arts and Culture Council involvement



Alexander Liberman sculpture "Contact II" @ Jamison Square Park - NW Portland
Donated by Ed Cauduro, private art collector



"Rico Pasado", by Mauricio Saldaña, @ Jamison Square Park
Donated by the Portland Pearl Rotary Club



"Thompson's Elk" by Roland Hinton Perry @ SW Main between SW 3rd and 4th

Public Art

GENERAL RECOMMENDATIONS

Public Art can be added to the Dekum Triangle area to improve aesthetics and sense of place. It can potentially be located on the new curb extension, or planting strips. It can evolve over time. There are various ways to fund public art; from a single private donation, to a group of private donations, to a percent for art program for public projects, to public funding, to grants.



A. Pedestrian Safety and Traffic Calming



B. Sidewalks



C. Planting Strips



D. Trees



Overview

COMMUNITY PROJECT TEAM RECOMMENDATIONS

During the Dekum Triangle Master Plan process, the Woodlawn Land Use and Vision Committee formed Community Project Teams to help determine the design, scope, and phasing of individual projects that will implement the master plan in the Triangle area. These teams will also help pursue funding and coordinate construction for projects. Each project team has a leader and a co-leader. In most cases, partnerships with the City of Portland and other organizations, like Friends of Trees, will be necessary to complete projects.



Traffic Median Island on Ainsworth @ Albina



Traffic Island on SE Clinton @ 23rd



Traffic Island on SW Main between 3rd and 4th



Traffic Median Island on Dekum w/ Ladder Pavement marking



Accessible Ramps at N. Killingsworth and Ainsworth



Landscaped traffic island with pedestrian crossing

Pedestrian crosswalks are recommended for all street crossings around the Triangle, with ladder pavement markings to help calm traffic. In addition, it is recommended that vehicle speeds on 6th and 8th Avenues, south of Dekum, be addressed (probably by adding four-way stops), and that strategies be implemented to curb vehicle recklessness at the intersection of Dekum and Bellevue.



A. Pedestrian Safety and Traffic Calming

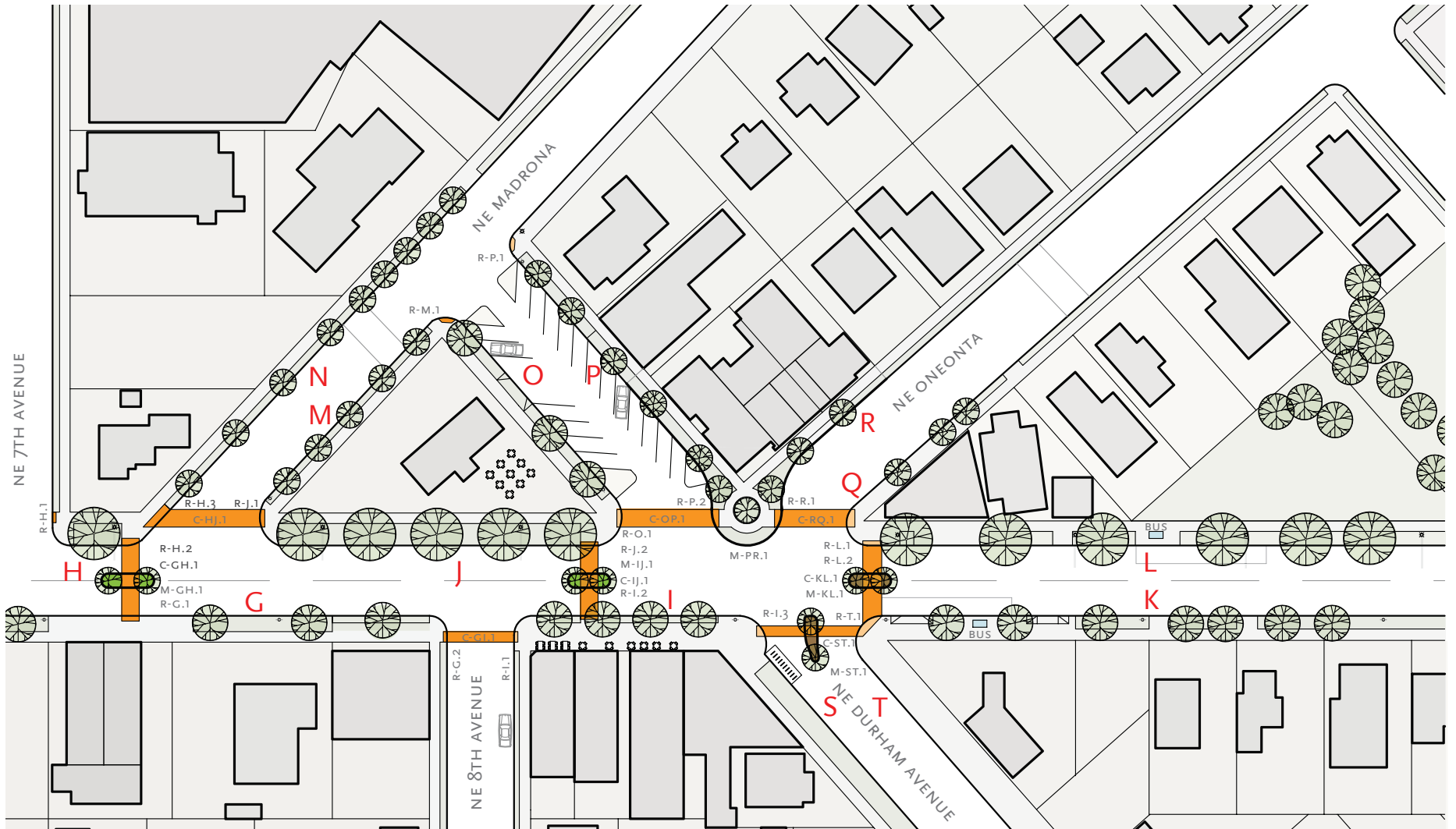
COMMUNITY PROJECT TEAM
RECOMMENDATIONS

A large curb extension, with landscaping and perhaps public art, is recommended for the intersection of Dekum and Durham Streets to help calm traffic and create a unique place in the Triangle. To further calm traffic: add two new medians with landscaping on Dekum, at Madrona and Durham; and add or repaint pedestrian crossings as shown on the image above and on page 31. It is also recommended that the surfaces on existing traffic medians, at the intersection of Dekum and Durham, be replaced with landscape.



- LEGEND**
- Existing Accessible Ramp, Crosswalk
 - New Accessible Ramp, Crosswalk
 - New Planting on Existing Traffic Median
 - New Traffic Median
 - Bus Stop Shelter

Blocks are labeled alphabetically



A. Pedestrian Safety and Traffic Calming - Map

COMMUNITY PROJECT TEAM
RECOMMENDATIONS

West Blocks

ACCESSIBLE RAMPS

Code	Status	West	East	Curb	Phase 1	Later Phase	Implementation	Maintenance	Cost-Phase 1	Cost-Later Phase
R-A.1	Existing	•		Corner				PDOT		
R-A.2	New		•	Corner		•	PDOT	PDOT		\$ 3,000
R-B.1	Existing	•		Corner				PDOT		
R-B.2	New		•	Corner		•	PDOT	PDOT		\$ 3,000
R-B.3	Existing		•	East				PDOT		
R-C.1	New	•		Corner		•	PDOT	PDOT		\$ 3,000
R-C.2	New		•	North		•	PDOT	PDOT		\$ 3,000
R-C.3	Existing		•	East				PDOT		
R-D.1	New	•		Corner		•	PDOT	PDOT		\$ 3,000
R-D.2	Existing		•	Corner				PDOT		
R-E.1	Existing	•		West				PDOT		
R-E.2	Existing	•		North				PDOT		
R-F.1	Existing	•		West				PDOT		
R-F.2	Existing	•		South				PDOT		
R-F.3	Existing		•	South				PDOT		
R-F.4	New		•	East		•	PDOT	PDOT		\$ 3,000

CROSSWALKS

Code	Status	Material	SF	Phase 1	Later Phase	Implementation	Maintenance	Cost-Phase 1	Cost-Later Phase
C-AB.1	Existing	TBD					PDOT		

MEDIANS / CURB EXTENSIONS

Code	Status	Material	SF	Phase 1	Later Phase	Implementation	Maintenance	Cost-Phase 1	Cost-Later Phase
none									

* All costs are 2007 PDOT estimates and are subject to change

East Blocks

ACCESSIBLE RAMPS

Code	Status	West	East	Curb	Phase 1	Later Phase	Implementation	Maintenance	Cost-Phase 1	Cost-Later Phase
R-G.1	New	Middle		North	●		PDOT	PDOT	\$ 3,000	
R-G.2	New		●	East		●	PDOT	PDOT		\$ 3,000
R-H.1	New	●		West		●	PDOT	PDOT		\$ 3,000
R-H.2	New		●	South	●		PDOT	PDOT	\$ 3,000	
R-H.3	New		●	East		●	PDOT	PDOT		\$ 3,000
R-I.1	Existing	●		West				PDOT		
R-I.2	New	Middle		North	●		PDOT	PDOT	\$ 3,000	
R-I.3	Existing		●	East			PDOT	PDOT		
R-J.1	New	●		West		●	PDOT	PDOT		\$ 3,000
R-J.2	New		●	South	●		PDOT	PDOT	\$ 3,000	
R-L.1	Existing	●		West				PDOT		
R-L.2	Existing	●		South				PDOT		
R-M.1	New	North		Corner		●	PDOT	PDOT		\$ 3,000
R-O.1	Existing		●	East				PDOT		
R-P.1	Existing	●		Corner				PDOT		
R-P.2	New	●		West		●	PDOT + Prop. Owner	PDOT		\$ 3,000
R-R.1	New		●	East		●	PDOT + Prop. Owner	PDOT		\$ 3,000
R-T.1	Existing	●		Corner				PDOT		

CROSSWALKS

Code	Status	Material	Type	Phase 1	Later Phase	Implementation	Maintenance	Cost-Phase 1	Cost-Later Phase
C-GH.1	New	Painted	Striped	●		PDOT	PDOT	\$ 120	
C-GI.1	New	Painted	Striped	●		PDOT	PDOT	\$ 120	
C-HJ.1	New	Painted	Striped	●		PDOT	PDOT	\$ 120	
C-IJ.1	New	Painted	Striped	●		PDOT	PDOT	\$ 120	
C-KL.1	Repaint	Painted	Striped	●		PDOT	PDOT	\$ 120	
C-OP.1	New	Painted	Striped	●		PDOT	PDOT	\$ 120	
C-RQ.1	New	Painted	Striped	●		PDOT	PDOT	\$ 120	
C-ST.1	New	Painted	Striped	●		PDOT	PDOT	\$ 120	

MEDIANS / CURB EXTENSIONS

Code	Status	Material	SF	Phase 1	Later Phase	Implementation	Maintenance	Cost-Phase 1	Cost-Later Phase
M-GH.1	New		TBD	●		PDOT	PDOT	\$ 20,000	
M-IJ.1	New		TBD	●		PDOT	PDOT	\$ 20,000	
M-KL.1	Existing	Add Landscape	TBD	●		PDOT	PDOT	\$ 2,000	
M-ST.1	Existing	Add Landscape	TBD	●		PDOT	PDOT	\$ 2,000	
M-PR.1 **	New		TBD	●		PDOT + Prop. Owner	PDOT	\$ 100,000	

* All costs are 2007 PDOT estimates and are subject to change

** Curb extension

A. Pedestrian Safety Traffic Calming - Spreadsheets

COMMUNITY PROJECT
TEAM RECOMMENDATION



Existing Dekum north sidewalk @ Madrona



Existing Dekum south sidewalk @ 7th



Existing Dekum sidewalk west of 8th - another good candidate for improvement, especially if a coffee shop goes into the ground floor of this building



Example: Sidewalk tables on the north side of Jamison Square



Example: Les Deux Magots, Paris, France



Vision for Dekum south sidewalk west of 8th



Sidewalk between NE 8th and Durham on south side

B. Sidewalks

COMMUNITY PROJECT TEAM RECOMMENDATION

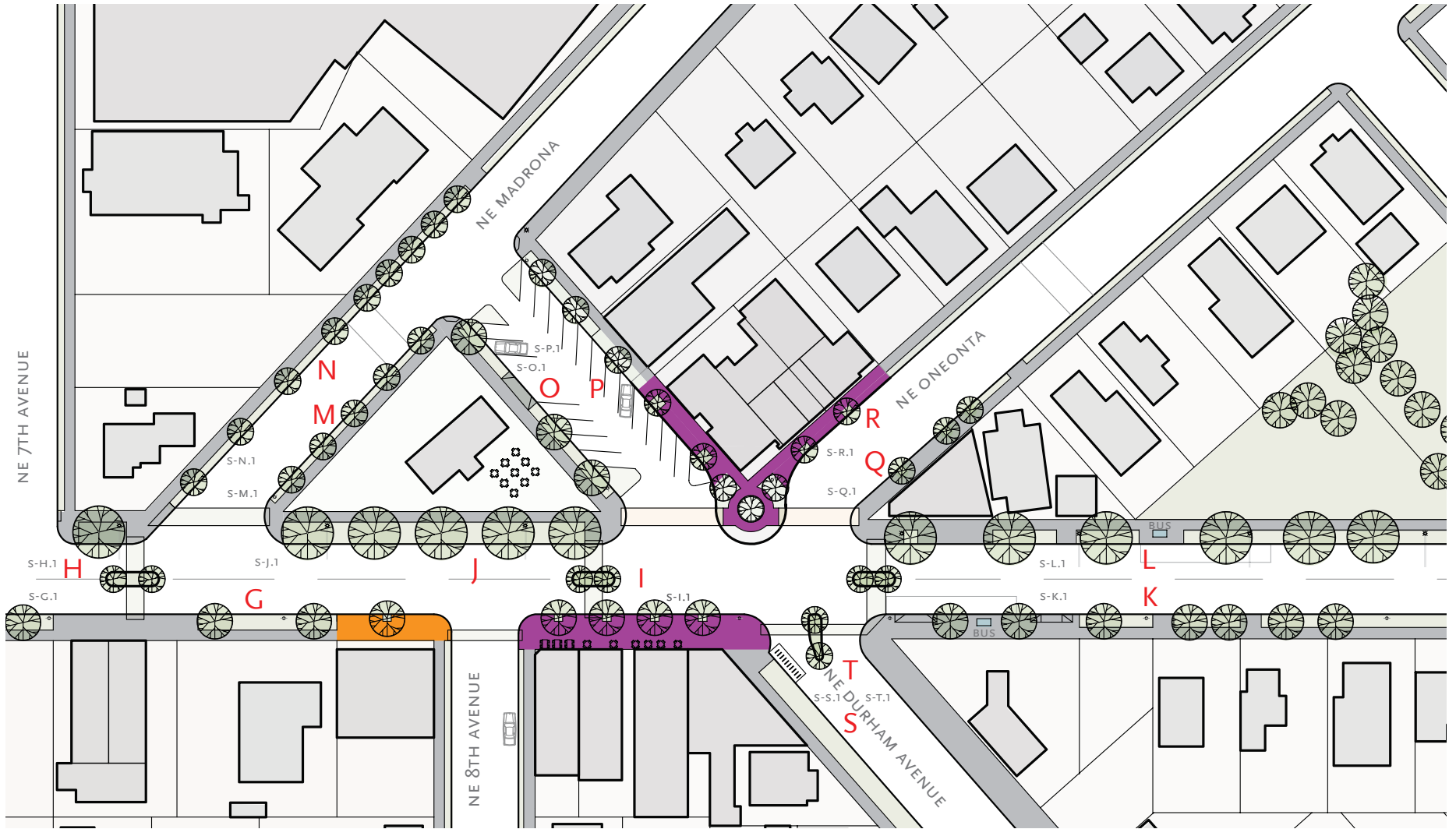
The sidewalk shown above on the south side of Dekum between 8th and Durham is recommended as a Phase 1 priority for reconstruction. This sidewalk is at the heart of the Woodlawn Triangle Area and will serve as a focal point with outdoor seating. The sidewalk committee will need to prioritize other sidewalks for upgrading and treatment to enhance the Woodlawn Triangle Area, especially with new development projects proposed. In the future, City of Portland Pedestrian District Guidelines should be consulted. Sidewalk projects need to be coordinated with PDOT for standard compliance and ADA.



LEGEND

- Existing Sidewalk - some areas to be considered by sidewalk project team for improvement in the future
- New Sidewalk Recommended - Phase 1
- New Sidewalk Recommended - Phase 2
- Bus Stop Shelter

Blocks are labeled alphabetically



B. Sidewalks - Map

COMMUNITY PROJECT
TEAM RECOMMENDATION

West Blocks

Code	Status	Phase 1	Later Phase	Implementation	Maintenance	Cost-Phase 1	Cost-Later Phase
S-A.1	Existing				Property Owner		
S-B.1	Existing				Property Owner		
S-C.1	Existing				Property Owner		
S-D.1	Existing				Property Owner		
S-E.1	Existing				Property Owner		
S-F.1	Existing				Property Owner		

West Blocks Sidewalks Subtotal

East Blocks

Code	Status	Phase 1	Later Phase	Implementation	Maintenance	Cost-Phase 1	Cost-Later Phase
S-G.1	Partially New		•	Property Owner +	Property Owner		
S-H.1	Existing				Property Owner		
S-I.1	New	•		Property Owners +	Property Owner		
S-J.1	Existing				Property Owner		
S-K.1	Existing				Property Owner		
S-L.1	Existing				Property Owner		
S-M.1	Existing				Property Owner		
S-N.1	Existing				Property Owner		
S-O.1	Existing				Property Owner		
S-P.1	Partially New	•		Property Owner +	Property Owner		
S-Q.1	Existing				Property Owner		
S-R.1	Partially New	•		Property Owner +	Property Owner		
S-S.1	Existing				Property Owner		
S-T.1	Existing				Property Owner		

East Blocks Sidewalks Subtotal

B. Sidewalks - Spreadsheets

COMMUNITY PROJECT TEAM
RECOMMENDATION



bioswale on SW 12th @ Montgomery



bioswale on SW 12th



bioswale on SW Penoyer in South Waterfront (guardrails recommended)



bioswale on N. Siskiyou



bioswale on N Siskiyou Street



planting strip on NW Everett @ 21st





Dekum south sidewalk @ 6th

C. Planting Strips

COMMUNITY PROJECT
TEAM RECOMMENDATION

One of the most unique characteristics of Dekum Street is wide planting strips. These strips can contain different treatments: from grass; to sustainable solutions such as indigenous plants, to bio-swales to manage storm water runoff from the street; to places for public art or seating. Planting strip projects need to be coordinated with the Bureau of Environmental Services for standard compliance.



LEGEND

- New planting strip recommended - grass, plantings, public art, bioswales, etc
- Existing planting strip that can be upgraded to - grass, plantings, public art, bioswales, etc
- Potential hardscape for additional outdoor seating
- Bus Stop Shelter
- Information Kiosk

Blocks are labeled alphabetically



C. Planting Strips - Map

COMMUNITY PROJECT
TEAM RECOMMENDATION

West Blocks

Code	Status	Type	Phase 1	Later Phase	Implementation	Maintenance	Cost-Phase 1	Cost-Later Phase
P-A.1	New	Landscape		•	Prop. Owner +	Property Owner		
P-A.2	Existing	Landscape				Property Owner		
P-A.3	Existing	Landscape				Property Owner		
P-B.1	New	Landscape		•	Prop. Owner +	Property Owner		
P-B.2	Existing	Landscape				Property Owner		
P-C.1	Existing	Landscape				Property Owner		
P-C.2	Existing	Landscape				Property Owner		
P-C.3	Existing	Landscape				Property Owner		
P-D.1	Existing	Landscape				Property Owner		
P-D.2	Existing	Landscape				Property Owner		
P-E.1	Existing	Landscape				Property Owner		
P-F.1	Existing	Landscape				Property Owner		
P-F.2	Existing	Landscape				Property Owner		

West Blocks Planters Subtotal

East Blocks

Code	Status	Type	Phase 1	Later Phase	Implementation	Maintenance	Cost-Phase 1	Cost-Later Phase
P-G.1	Existing	Landscape				Property Owner		
P-G.2	New	Hardscape	•		Prop. Owner +	Property Owner		
P-H.1	Existing	Landscape				Property Owner		
P-J.1	Upgrade	Landscape	•		Prop. Owner +	Property Owner		
P-K.1	New	Landscape		•	Prop. Owner +	Property Owner		
P-K.2	Existing	Landscape				Property Owner		
P-K.3	Existing	Landscape				Property Owner		
P-L.1	Existing	Landscape				Property Owner		
P-L.2	Existing	Landscape				Property Owner		
P-L.3	Existing	Landscape				Property Owner		
P-M.1	Existing	Landscape				Property Owner		
P-N.1	Existing	Landscape				Property Owner		
P-O.1	Existing	Landscape				Property Owner		
P-P.1	Existing	Landscape				Property Owner		
P-P.2	New	Landscape		•	Prop. Owner +	Property Owner		
P-Q.1	Existing	Landscape				Property Owner		
P-R.1	Existing	Landscape				Property Owner		

East Blocks Planters Subtotal

C. Planting Strips - Spreadsheets

COMMUNITY PROJECT
TEAM RECOMMENDATION



Lavelle Hawthorne Trees @ Durham and Madrona



Catalpa Trees @ Dekum and Grand



Crimson Queen Maple Trees @ Dekum and 6th



Evergreen Tree



Cherry Trees



Oak Tree



Maple Paper Bark Tree

From Martin Luther King, Jr. Boulevard to Woodlawn Park, Dekum Street could be greatly enhanced by uninterrupted rows of street trees on both sides of the street. On the South side, power lines favor shorter (about 35 feet) fruit trees. On the North side, taller trees are desirable (50 - 85 feet). Surrounding the Triangle, fruit trees are recommended. The North side has several mature Catalpas and Crimson Queen Maples that can act as a starting point.

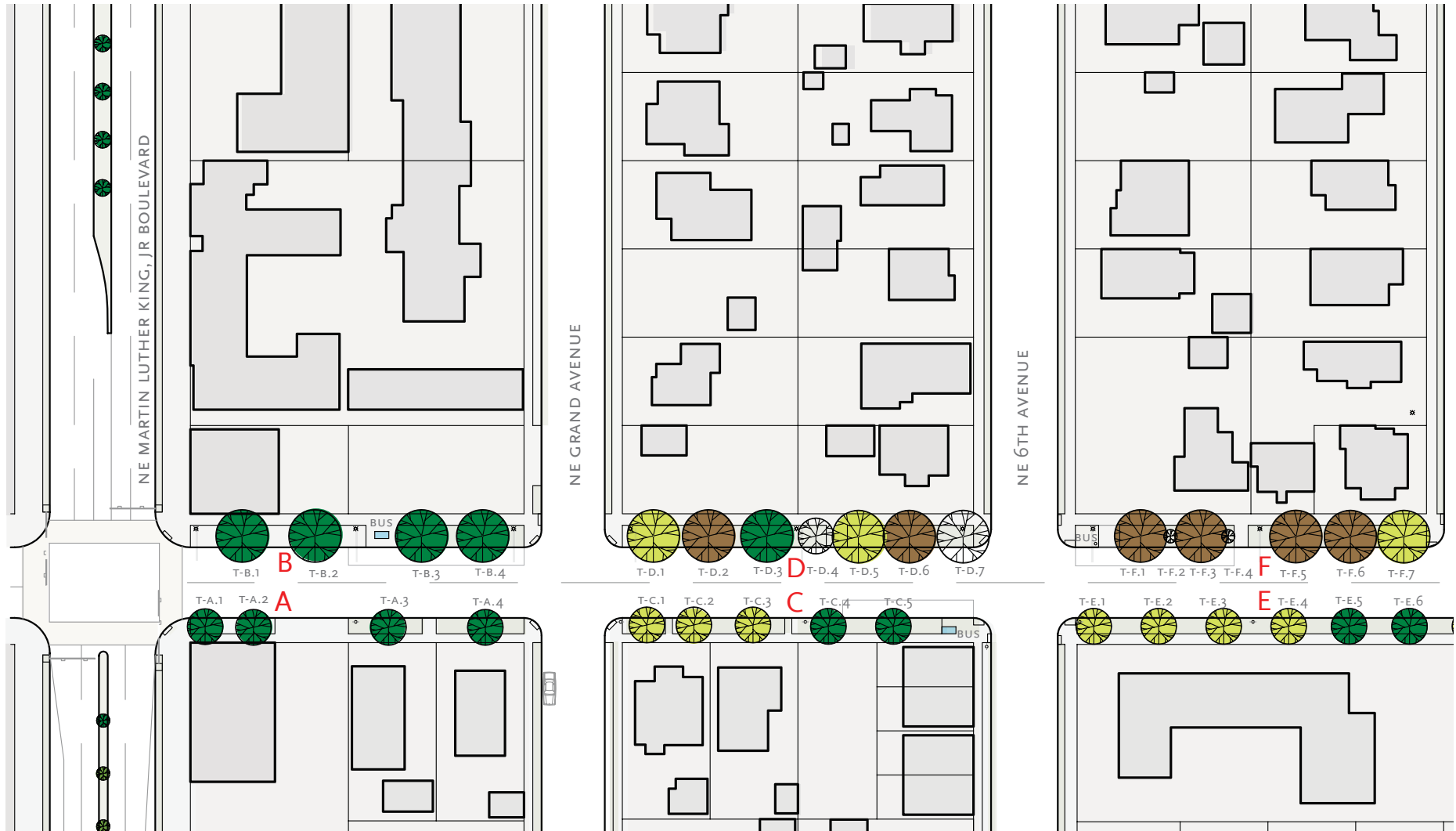
On the top row are existing trees in the neighborhood. On the bottom row are a few possibilities for new trees.



D. Trees

COMMUNITY PROJECT TEAM RECOMMENDATION

The City of Portland Urban Forester has a guide to desirable street trees that should be consulted. There are several existing trees that are damaged or are dying and will need to be replaced. The Tree Project Team should develop a tree plan with adjacent property owner input, with assistance from the City Urban Forester and the Bureau of Parks and Recreation.



LEGEND

- Proposed tree in new location
- Existing tree is healthy and will grow to a recommended height
- Replace existing tree that is either unhealthy or does not meet the recommended height requirement
- Remove existing tree that is either unhealthy or not in a recommended location
- Bus Stop Shelter

Blocks are labeled alphabetically



D. Trees - Map

COMMUNITY PROJECT
TEAM RECOMMENDATION

West Blocks

Code	Status	Type	Exst'g Cond.	Phase 1	Later Phase	Implementation	Maintenance	Cost-Phase 1	Cost-Later Phase
T-A.1	New	Fruit Tree	n/a		●	Property Owner +	Prop. Owner		
T-A.2	New	Fruit Tree	n/a		●	Property Owner +	Prop. Owner		
T-A.3	New	Fruit Tree	n/a		●	Property Owner +	Prop. Owner		
T-A.4	New	Fruit Tree	n/a		●	Property Owner +	Prop. Owner		
T-B.1	New	tbd	n/a		●	Property Owner +	Prop. Owner		
T-B.2	New	tbd	n/a		●	Property Owner +	Prop. Owner		
T-B.3	New	tbd	n/a		●	Property Owner +	Prop. Owner		
T-B.4	New	tbd	n/a		●	Property Owner +	Prop. Owner		
T-C.1	Existing	Paper Bark Maple	Good				Prop. Owner		
T-C.2	Existing	Paper Bark Maple	Good				Prop. Owner		
T-C.3	Existing	Flowering Pear	Good				Prop. Owner		
T-C.4	New	Fruit Tree	n/a		●	Property Owner +	Prop. Owner		
T-C.5	New	Fruit Tree	n/a		●	Property Owner +	Prop. Owner		
T-D.1	Existing	Catalpa	Some decay				Prop. Owner		
T-D.2	Replace	tbd	Decay		●	Property Owner +	Prop. Owner		
T-D.3	New	tbd	n/a		●	Property Owner +	Prop. Owner		
T-D.4	Remove		Too Short		●	Property Owner +	Prop. Owner		
T-D.5	Existing	Crimson Queen Maple	Good				Prop. Owner		
T-D.6	Replace	tbd	Too Short		●	Property Owner +	Prop. Owner		
T-D.7	Remove		Nuisance		●	Property Owner +	Prop. Owner		
T-E.1	Existing	Flowering Pear	Good				Prop. Owner		
T-E.2	Existing	Flowering Pear	Good				Prop. Owner		
T-E.3	Existing	Flowering Pear	Good				Prop. Owner		
T-E.4	Existing	Flowering Pear	Good				Prop. Owner		
T-E.5	New	Fruit Tree	n/a		●	Property Owner +	Prop. Owner		
T-E.6	New	Fruit Tree	n/a		●	Property Owner +	Prop. Owner		
T-F.1	Replace	tbd	Too Short		●	Property Owner +	Prop. Owner		
T-F.2	Remove		Poor		●	Property Owner +	Prop. Owner		
T-F.3	Replace	tbd	Poor		●	Property Owner +	Prop. Owner		
T-F.4	Remove		Poor		●	Property Owner +	Prop. Owner		
T-F.5	Replace	tbd	Too Short		●	Property Owner +	Prop. Owner		
T-F.6	Replace	tbd	Nuisance		●	Property Owner +	Prop. Owner		
T-F.7	Existing	Linden	Good				Prop. Owner		

West Blocks Trees Subtotals

East Blocks

Code	Status	Type	Exst'g Cond.	Phase 1	Later Phase	Implementation	Maintenance	Cost-Phase 1	Cost-Later Phase
T-G.1	Existing	Flowering Pear	Good				Prop. Owner		
T-G.2	Existing	Birch	Good				Prop. Owner		
T-G.3	Existing	Lavelle Hawthorne	Good				Prop. Owner		
T-G.4	Existing	Cherry	Good				Prop. Owner		
T-H.1	Replace	tbd	Poor	●		Property Owner +	Prop. Owner		
T-H.2	New	Fruit Tree	n/a		●	Property Owner +	Prop. Owner		
T-H.3	New	Fruit Tree	n/a		●	Property Owner +	Prop. Owner		
T-I.1	Existing	Paper Bark Maple	Excellent				Prop. Owner		
T-I.2	Existing	Paper Bark Maple	Excellent				Prop. Owner		
T-I.3	New	Paper Bark Maple	n/a	●		Property Owner +	Prop. Owner		
T-I.4	New	Paper Bark Maple	n/a	●		Property Owner +	Prop. Owner		
T-I.5	New	tbd	n/a	●		Property Owner +	Prop. Owner		
T-I.6	New	tbd	n/a	●		Property Owner +	Prop. Owner		

D. Trees - Spreadsheets

COMMUNITY PROJECT TEAM RECOMMENDATION

Code	Status	Type	Exst'g Cond.	Phase 1	Later Phase	Implementation	Maintenance	Cost-Phase 1	Cost-Later Phase
T-J.1	New	tbd	n/a	●		Property Owner +	Prop. Owner		
T-J.2	New	tbd	n/a	●		Property Owner +	Prop. Owner		
T-J.3	Existing	Sweet Gum	Good				Prop. Owner		
T-J.4	Existing	Sweet Gum	Good				Prop. Owner		
T-J.5	Replace	tbd	Poor	●		Property Owner +	Prop. Owner		
T-K.1	New	tbd	n/a	●		Property Owner +	Prop. Owner		
T-K.2	New	tbd	n/a	●		Property Owner +	Prop. Owner		
T-K.3	New	tbd	n/a	●		Property Owner +	Prop. Owner		
T-K.4	Existing	Flowering Plum	Good				Prop. Owner		
T-K.5	Existing	Flowering Plum	Good				Prop. Owner		
T-K.6	Existing	Black Locust	Good				Prop. Owner		
T-K.7	Existing	Black Locust	Good				Prop. Owner		
T-L.1	Replace	tbd	Too Short	●		Property Owner +	Prop. Owner		
T-L.2	Replace	tbd	Too Short	●		Property Owner +	Prop. Owner		
T-L.3	Remove	tbd	Too Short	●		Property Owner +	Prop. Owner		
T-L.4	Existing	Water Oak	Good				Prop. Owner		
T-L.5	Existing	Red Oak	Good				Prop. Owner		
T-L.6	Existing	Water Oak	Good				Prop. Owner		
T-L.7	Replace	Oak	Poor	●		Property Owner +	Prop. Owner		
T-L.8	New	tbd	n/a		●	Property Owner +	Prop. Owner		
T-L.9	New	tbd	n/a		●	Property Owner +	Prop. Owner		
T-M.1	New	tbd	n/a	●		Property Owner +	Prop. Owner		
T-M.2	Existing	Lavelle Hawthorne	Good				Prop. Owner		
T-M.3	Existing	Lavelle Hawthorne	Good				Prop. Owner		
T-M.4	Existing	Lavelle Hawthorne	Good				Prop. Owner		
T-M.5	Existing	Lavelle Hawthorne	Good				Prop. Owner		
T-N.1	Existing	Lavelle Hawthorne	Good				Prop. Owner		
T-N.2	Existing	Lavelle Hawthorne	Good				Prop. Owner		
T-N.3	Existing	Crimson Maple	Good				Prop. Owner		
T-N.4	Existing	Crimson Maple	Good				Prop. Owner		
T-N.5	Existing	Birch	Good				Prop. Owner		
T-N.6	Existing	Birch	Good				Prop. Owner		
T-N.7	Existing	Birch	Good				Prop. Owner		
T-N.8	Existing	Birch	Good				Prop. Owner		
T-N.9	Existing	Birch	Good				Prop. Owner		
T-O.1	New	tbd	n/a	●		Property Owner +	Prop. Owner		
T-O.2	New	tbd	n/a	●		Property Owner +	Prop. Owner		
T-O.3	New	tbd	n/a	●		Property Owner +	Prop. Owner		
T-P.1	Existing	Birch	Good				Prop. Owner		
T-P.2	Existing	Birch	Good				Prop. Owner		
T-P.3	New	tbd	n/a		●	Property Owner +	Prop. Owner		
T-P.4	Existing	Cherry	Good				Prop. Owner		
T-P.5	New	tbd	n/a		●	Property Owner +	Prop. Owner		
T-P.6	New	tbd	n/a		●	Property Owner +	Prop. Owner		
T-P.7	New	tbd	n/a		●	Property Owner +	Prop. Owner		
T-Q.1	Existing	tbd	Good				Prop. Owner		
T-Q.2	Existing	tbd	Good				Prop. Owner		
T-Q.3	Existing	tbd	Good				Prop. Owner		
T-R.1	New	tbd	n/a		●	Property Owner +	Prop. Owner		
T-R.2	Existing	tbd	Good				Prop. Owner		
T-R.3	Existing	tbd	Good				Prop. Owner		
T-S.1	New	tbd	n/a		●	Property Owner +	Prop. Owner		
T-S.2	New	tbd	n/a		●	Property Owner +	Prop. Owner		

East Blocks Trees Subtotal



Front in vehicle parking on SW 10th @ Market



Back in vehicle parking on SW 11th @ Clay



Bicycle parking @ PNCA - NW 13th and Johnson



Bicycle parking on N. Mississippi

Bicycle parking is recommended in a convenient location near the Triangle’s central retail area. Bicycle corals, similar to those installed on N. Mississippi Avenue (shown above), are recommended on Durham at Dekum. Bicycle racks can also be installed on the sidewalk in front of businesses. Business owners can contact the Portland Office of Transportation for assistance with installation of bicycle racks outside their businesses.

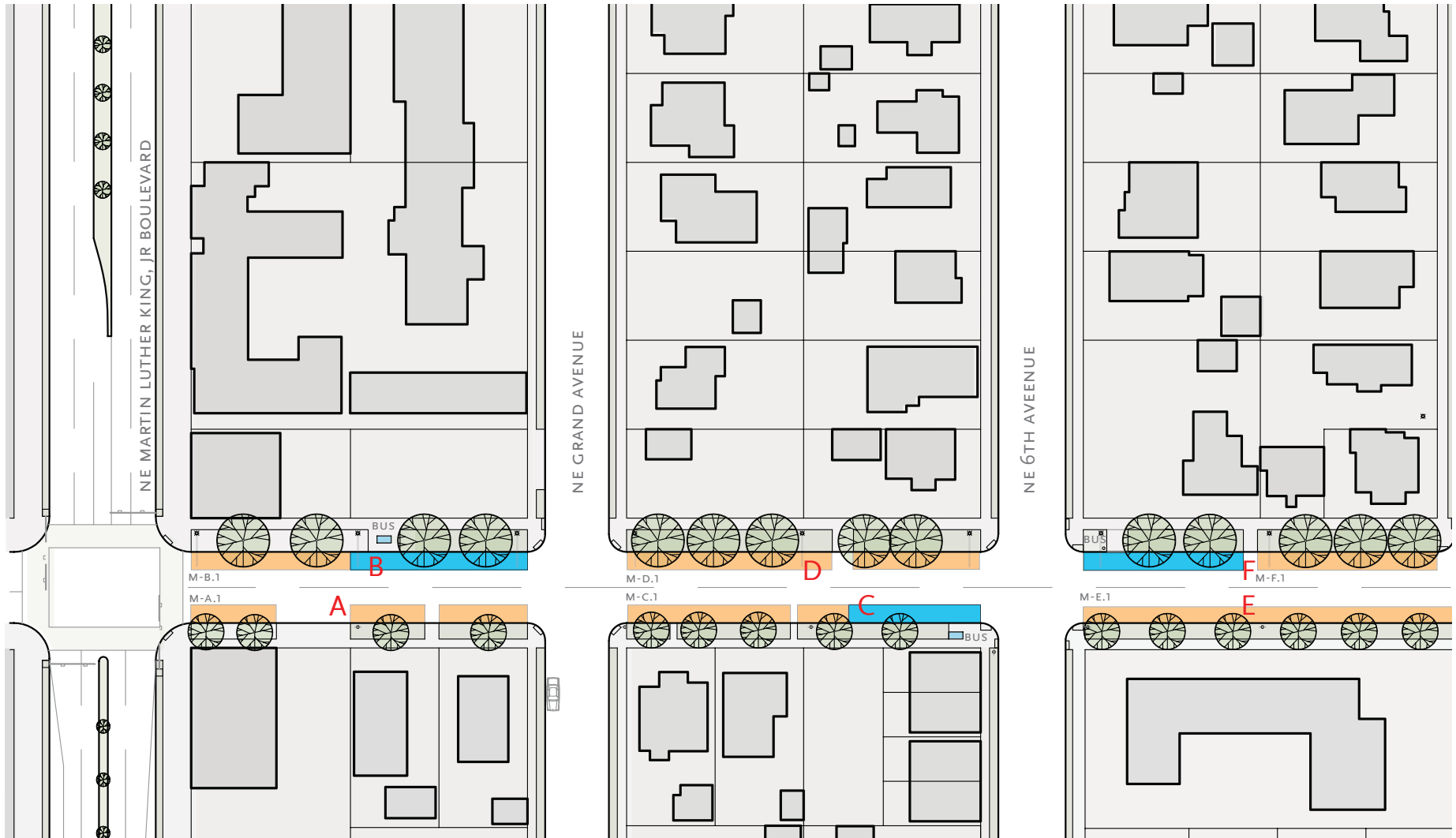


Durham between Dekum and Madrona

E. Parking

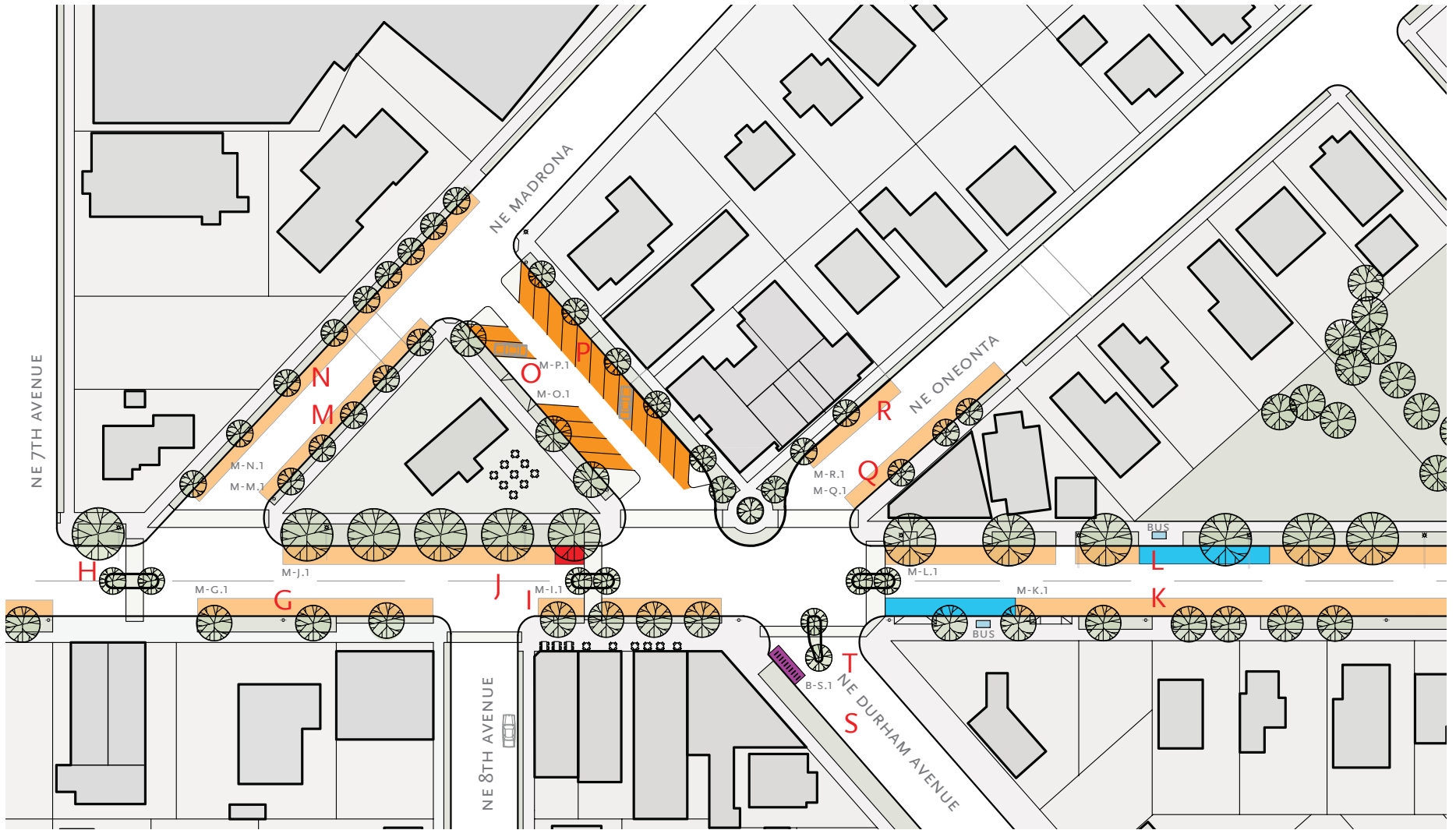
COMMUNITY PROJECT TEAM RECOMMENDATION

The Woodlawn neighborhood, and more specifically the Woodlawn Triangle Area, are walkable and transit-friendly with two bus lines, the #8 and #75 serving Dekum Street. However, in this case, successful retail and entertainment uses will also need motor vehicle parking. More on-street parking in the Triangle core is advisable to help businesses succeed and to reduce the likelihood of patrons and visitors parking in adjacent residential areas. As Durham, between Dekum and Madrona, is very wide, it is recommended that angled parking be added on both sides of the street and changed to one-way northbound. PDOT will design and implement this recommendation, with adjacent property owner review and approval.



- LEGEND**
- Existing Parallel Parking
 - Proposed Angled Parking
 - Bicycle Coral
 - Bus Stop Shelter
 - Bus Zone
 - Fire Hydrant Zone

Blocks are labeled alphabetically



E. Parking - Map

COMMUNITY PROJECT
TEAM RECOMMENDATION

West Blocks

MOTOR VEHICLE PARKING

Code	Status	Type	Qty.	Phase 1	Later Phase	Implementation	Maintenance	Cost-Phase 1	Cost-Later Phase
M-A.1	Existing	Parallel					PDOT		
M-B.1	Existing	Parallel					PDOT		
M-C.1	Existing	Parallel					PDOT		
M-D.1	Existing	Parallel					PDOT		
M-E.1	Existing	Parallel					PDOT		
M-F.1	Existing	Parallel					PDOT		

West Blocks Motor Vehicle Subtotal

East Blocks

Code	Status	Type	Qty.	Phase 1	Later Phase	Implementation	Maintenance	Cost-Phase 1	Cost-Later Phase
M-G.1	Existing	Parallel					PDOT		
M-I.1	Existing	Parallel					PDOT		
M-J.1	Existing	Parallel					PDOT		
M-K.1	Existing	Parallel					PDOT		
M-L.1	Existing	Parallel					PDOT		
M-M.1	Existing	Parallel					PDOT		
M-N.1	Existing	Parallel					PDOT		
M-O.1	New	Angled, 45°	6	●		PDOT	PDOT		
M-P.1	New	Angled, 45°	12	●		PDOT	PDOT		
M-Q.1	Existing	Parallel					PDOT		
M-R.1	Existing	Parallel					PDOT		

East Blocks Motor Vehicle Subtotal #REF!

BICYCLE PARKING *

Code	Status	Type	Qty.	Phase 1	Later Phase	Implementation	Maintenance	Cost-Phase 1	Cost-Later Phase
B-S.1	New	Bike Oasis	10	●		PDOT	PDOT		

East Blocks Bicycle Subtotal \$ -

* Other bicycle parking on other blocks is recommended in later phases.

E. Parking - Spreadsheets

COMMUNITY PROJECT TEAM
RECOMMENDATION



Series of colored street lights in London



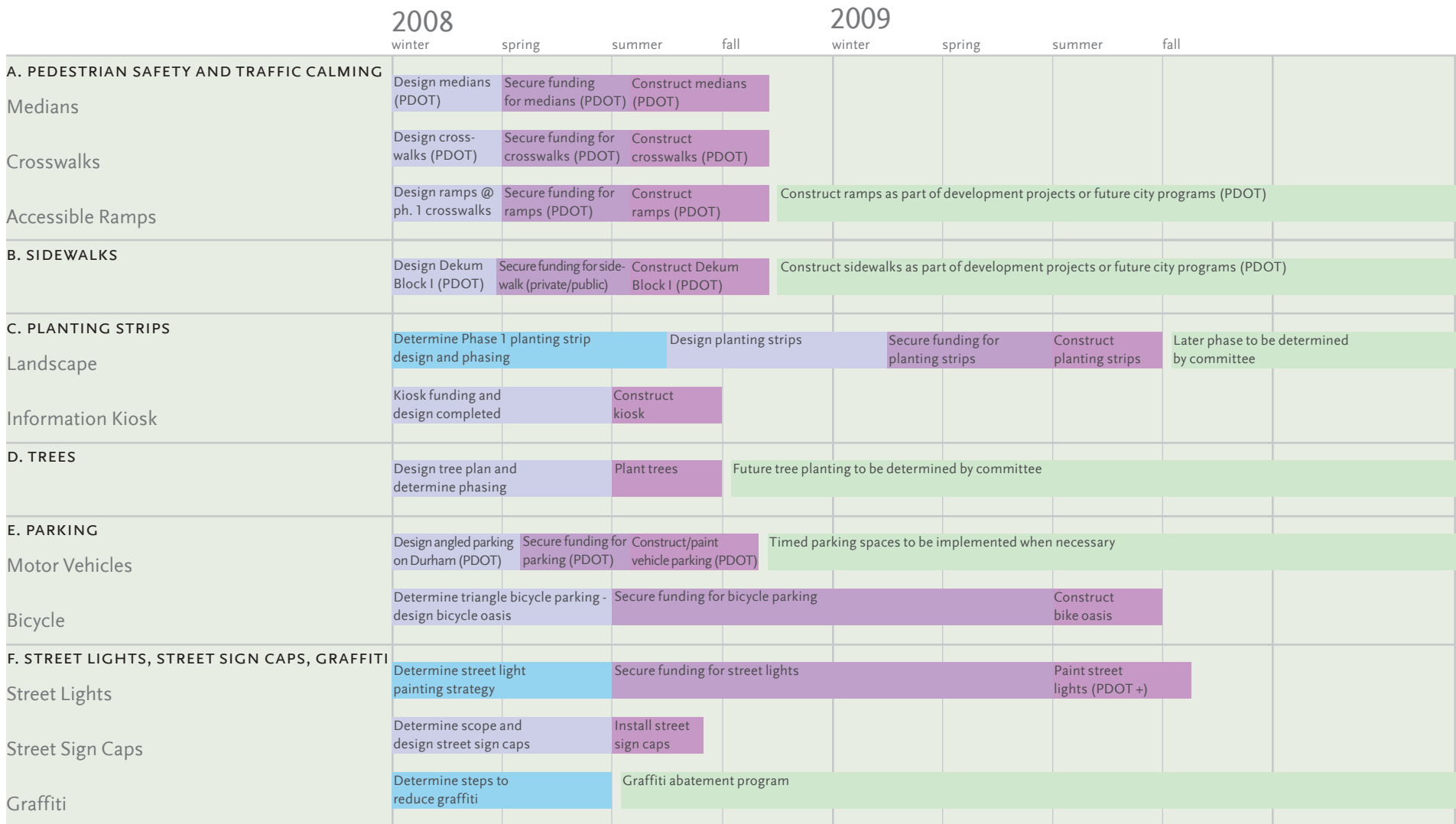
Street sign caps can provide the Woodlawn Triangle Area with an added identity, and are recommended. Graffiti is a neighborhood concern. Removing graffiti quickly is a good deterrent. Also, reactivating the Woodlawn Triangle Area with housing and retail will put many more 'eyes on the street' through enhanced activity, and will help discourage graffiti. The City's Office of Neighborhood Involvement Graffiti Abatement Program is a resource for property owners and other community members.





F. Street Lights
Street Sign Caps
Graffiti

COMMUNITY PROJECT
TEAM RECOMMENDATION

1950's era street lights create a rhythm down Dekum's north side from Martin Luther King, Jr. Boulevard and can add to the street's character. These street lights are rusty and can be cleaned up and painted interesting colors by a professional contractor.



LEGEND
 Phase 1
 Later Phases

this is a preliminary suggested schedule. Actual dates will be determined by community project teams, by City of Portland Bureaus, when funding is secured, and when new development projects proceed.

Funding

IMPLEMENTATION

Implementation will involve numerous public and private funding sources and groups. Funding sources that would be considered are:

- A. PEDESTRIAN SAFETY AND TRAFFIC CALMING**
(medians, accessible ramps, pedestrian crossings)
Portland Department of Transportation (PDOT)
- B. SIDEWALKS**
Property Owners
Grants
- C. PLANTING STRIPS**
BES Green Streets Program
Property Owners
Grants
- D. TREES**
Property Owners
Friends of Trees
Other grants
- E. PARKING**
Portland Department of Transportation (PDOT)
- F. STREETLIGHTS, STREET SIGN CAPS, GRAFFITI**
Portland Department of Transportation (PDOT)
Grants
Private donations

- PUBLIC ART**
Regional Arts and Culture Council (RACC)
Grants
Private donations



SUMMARY

Brief introductions were given by Maureen & Debbie, followed by an oral history of Woodlawn by long time resident, Anjala Ehelebe. Stuart led a discussion with the community about existing conditions, the community's vision for the future, building styles, infrastructure + the public realm. Notes were recorded by Debbie & Emily. The meeting was followed by food and refreshments served by Good Neighbor Pizzeria. Thank you to Good Neighbor Pizzeria.

EXISTING CONDITIONS THAT ARE NEIGHBORHOOD CONCERNS

1. Local streets (6th Ave., 8th Ave., and Madrona) are used as shortcuts.
2. Poor roadway conditions on some side streets (potholes, etc..)
3. Vehicle speeds and lack of crosswalks on Dekum (specifically 6th Ave).
4. Lighting on Dekum could use improvement.
5. Graffiti & litter.
6. Nuisance properties – vacant buildings, trash, abandoned vehicles.
7. Lack of transparency in neighborhood – neighbors are not made aware of some development projects, street improvements, etc. in area.
8. Lack of emergency plan for all neighbors.

SERVICES + BUSINESSES + EXISTING OR OPENING SOON

1. Village Ballroom (702 NE Dekum), existing.
2. Brickwall Records (702 NE Dekum), existing.
3. Second Time Around (702 NE Dekum), existing.
4. Health and Wellness Studio (728 NE Dekum), projected opening 2008.
5. Good Neighbors Pizzeria (800 NE Dekum), opening soon.
6. Italian Restaurant/Naturopathic Center (711 NE Dekum), opening 2008
7. Coffee shop (814 NE Dekum), projected opening 2008
8. Coffee shop (6800 NE Durham), potential.
9. Farmer's market on 8th Ave, south of Dekum, potential.
10. Information kiosk (in front of 728 NE Dekum), opening soon.
11. Northeast Coalition of Neighborhoods, potential grant money.

Public Meeting Summaries

WORKSHOP 1

GOOD NEIGHBOR PIZZERIA

OCTOBER 20, 2007

SERVICES, BUSINESSES + INFRASTRUCTURE – DESIRED

1. More pedestrian friendly – walking maps on MLK, sidewalk planters, landscape on traffic islands (like Ainsworth), outdoor seating.
2. Traffic islands suggested (Village Ballroom & Madrona), roundabout (6th).
3. Bike lanes, parking on Dekum if possible. Give some car parking to bikes.
4. Curb extensions north of Dekum – perhaps a long term goal.
5. Food related retail - affordable, small scale & local (food co-op, farmer's market, bakery).
6. Laundry facility with internet and copying capacities.
7. Tool Library – similar to one in St. Johns.
8. Reduced cost services from the community for the community (i.e.-local car mechanic provides repair services for residents as discounted price).
9. Indoor or outdoor community center with neighborhood information, computer resources, facilities for youth, public art, performing arts space.
10. Park-n-ride on Dekum.
11. Socio-economic sensitive businesses and new residential development. Businesses should support all demographics including families & elderly.
12. Examples: SE Clinton/26th(positive); N Mississippi, NE Alberta (negative)
13. Innovative development (alternative energy & transportation, bioswales).
14. More police presence, perhaps a neighborhood police office.

GATEWAY IDEAS

The consensus was to create a 'soft' gateway on MLK/Dekum if needed at all.

1. Create a living gateway through street trees, etc..
2. Street caps on street signs.
3. Repaint street lights.
4. Make building the gateway a community activity (i.e. a straw bale structure, City Repair Project is a good resource for assistance).
5. Banners on Ainsworth – boundary between Woodlawn and King.

PARKING POSSIBILITIES

1. Diagonal parking possibilities were proposed on Durham between Dekum & Madrona as a good way to create more parking. Converting Durham to a 1-way street was not popular. Parking in front of residential was a concern. Bike parking was suggested on a traffic island on Durham.
2. Provide ADA parking spaces and corner upgrades.

BUILDING STYLES

1. New buildings should reflect local building styles – brick façade & western storefront.
2. Debbie noted that new projects must be reviewed by the city. Historic elements are strongly considered, part of conservation district.
3. Some new infill housing does not fit with surrounding neighborhood.

POSSIBLE PROJECT TITLES

'Woodlawn' preferred; 'Village' opposed. 'Dekum, Triangle, Curious' suggested.



SUMMARY

Brief introductions were given by Maureen & Debbie. Stuart led a discussion with the community outlining an action plan for Dekum. Thank you to the Village Ballroom.

THE FIREHOUSE

1. Both businesses to open around May. Restaurant, 'Firehouse' to have wood fired oven, local, organic food, family style Italian, open for dinner only.
2. Stone patio for outdoor seating on Dekum/Durham corner. Vegetable garden w/ fruit trees on Madrona.
3. Wire/cedar fence (6' tall) w/ grape vines.
4. Planting new trees on Durham.
5. Will provide bike parking on Durham.

TREE PROJECT

6. Committee volunteer leader: Laura
7. Develop a tree plan that new projects can partake in.
8. Phase 1: 7th to Durham, Phase 2: Stretch to MLK & Woodlawn Park.
9. Trees as a gateway, as a traffic calming device.

PLANTING STRIPS

1. Uses include landscaping (grass, flowers, etc.) bioswales, public art project, planters, etc..
2. Research other examples.
3. Debbie suggested assigning a BES staff person to advise committee.

STREET LIGHTS

1. Committee volunteer leader: Chelsea Mosher.
2. Existing are rusty and many are covered by trees.
3. Repaint existing street lights and check for working condition.
4. Businesses could potentially chip in for improvements.
5. Long term project – new street lights, maybe solar powered.

Public Meeting Summaries

WORKSHOP 2

VILLAGE BALLROOM

NOVEMBER 3, 2007

STREET CAPS

1. Community felt favorably about project.
2. Possible funding opportunities from business associations, grants.

GRAFFITI

1. Committee to educate community about how to reduce graffiti activity.
2. Work w/ Northeast Neighborhood Coalition.

PEDESTRIAN SAFETY + TRAFFIC CALMING

Major existing problems revolve around car speeds on Dekum due to lack of traffic calming devices, existing traffic calming devices that are too small to function (i.e. – traffic islands at Bellevue), wide streets feeding off of Dekum (i.e. 6th Ave., and 8th Ave.), and a wide intersection at Durham and Oneonta.

1. Ideas for reducing problems include traffic medians, major traffic islands, curb extensions, painted cross walks, surface changes, and intersection paintings.
2. Traffic islands were a favorable option among the community. Slowing traffic with islands specifically around the 'Triangle,' from 7th to Durham was favorable.
3. Stuart proposed a major traffic island similar to those found in SE Portland as it provides opportunities for a 'big' statement on Dekum (i.e.- public art RACC, trees, etc.). A smaller traffic island was also proposed on Madrona. Some were concerned w/ driving around the traffic island. Debbie assured that PDOT would figure out dimensions and shape of island.
4. Painted crosswalks were proposed as an affordable and quick way to improve pedestrian safety.
5. PDOT looks unfavorably on curb extensions because of high costs associated. Bikers also look unfavorably at curb extensions because to difficulty navigating around.

SIDEWALKS

1. Encourage property owners to repair sidewalks, especially within the 'Triangle'.
2. Stuart proposed adding ADA ramps on corners where they currently do not exist. As the Portland Planner for Woodlawn, Debbie would monitor this request.

PARKING

1. Stuart proposed converting Durham, north of Dekum, to a one-way street w/ traffic going south. The community preferred traffic going north. By converting to a one-way street, angled parking on both sides of Durham is possible.
2. Bicycle parking was a major concern for some people. Some preferred converting some car parking to bike parking on the street rather than put bike racks on the sidewalk. Debbie suggested talking to Roger at the City.

BUILDING DESIGN GUIDELINES

1. Committee volunteer leader: Eli Haworth.
2. Work with city to develop / revise design guidelines for Dekum.



This report is for the Woodlawn Neighborhood Association and is funded by the City of Portland, Bureau of Planning