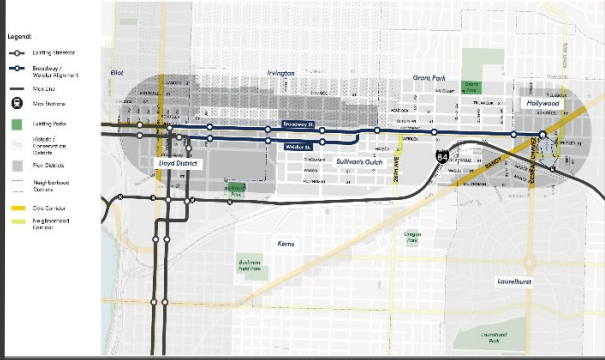
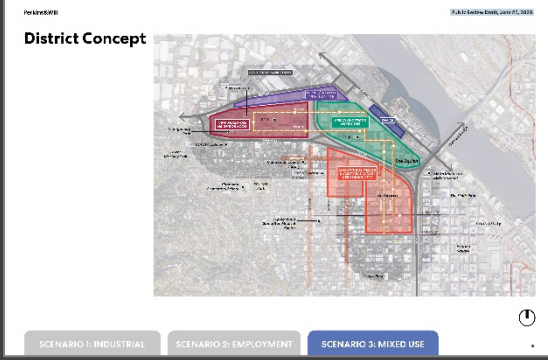
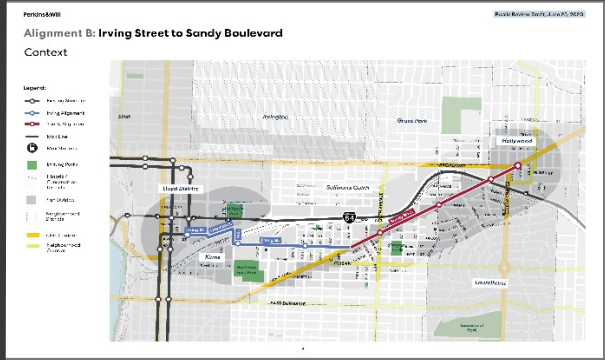
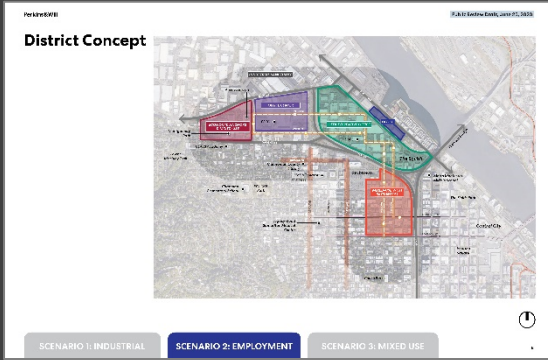
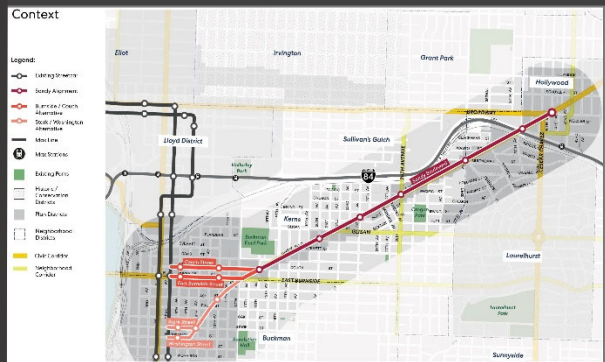
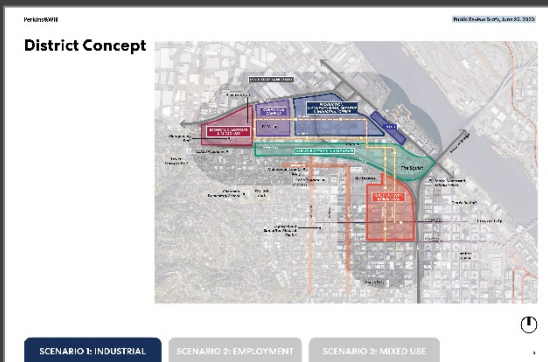


# Montgomery Park to Hollywood (MP2H) Transit and Land Use Development Strategy

## Urban Design Concept Virtual Open House: *Public Comments Report - Draft*



October 2020

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**For more information about the Montgomery Park to Hollywood study, visit the web: <https://www.portland.gov/bps/mp2h>**

This report was produced by City of Portland project team with contributions from the consultant team.

### **MP2H Project Team**

Portland Bureau of Transportation: Kate Drennan, Mauricio Leclerc, Mike Serritella

Portland Bureau of Planning and Sustainability: Eric Engstrom, Barry Manning, Nicholas Starin

### **MP2H Project Contributors**

Prosper Portland: Joana Filgueiras

Portland Streetcar: Dan Bower, Andrew Plambeck

### **MP2H Consultant Team**

Nelson/Nygaard, Perkins and Will, EcoNorthwest, Ontiveros and Associates

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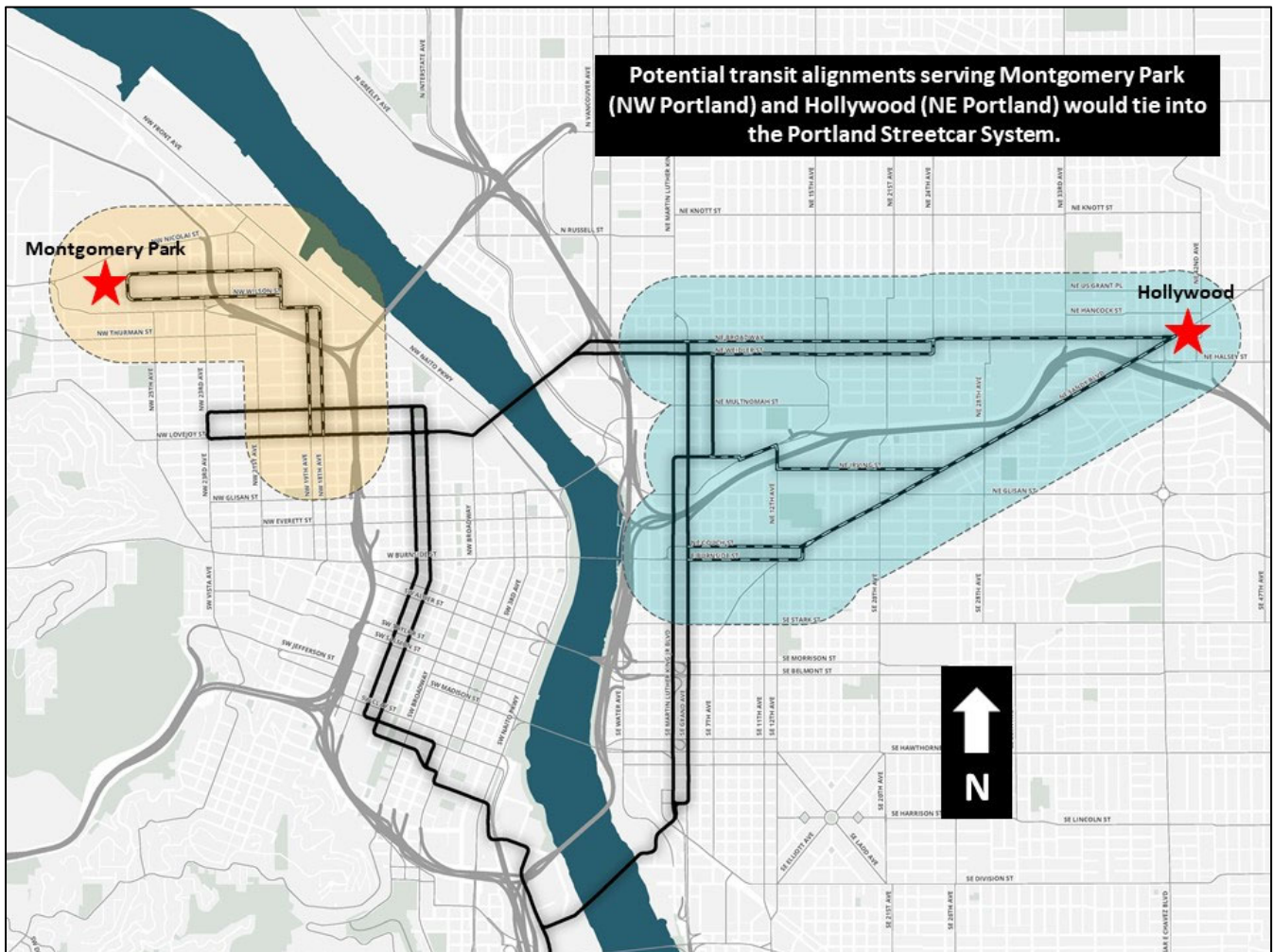




This report captures public feedback in response to a Montgomery Park to Hollywood Land Use Development Strategy (MP2H) Virtual Open House held during Summer 2020. The open house and survey were designed to capture public preferences for Northwest Portland land use development scenarios and Northeast Portland alignment alternatives currently being studied. This was the second public open house of the project; the first open house was held in March 2020.

## Background

The Montgomery Park to Hollywood Transit and Land Use Development Strategy (MP2H) will study opportunities to create an equitable development plan for transit-oriented districts in Northwest Portland and Northeast Portland. The MP2H study will identify land use and urban design, economic development, and opportunities for community benefits possible with a transit-oriented development scenario - including a potential streetcar extension - in these areas. The project will also consider how such opportunities could support the City's racial equity, climate justice, employment and housing goals. The work is funded in part by a Federal Transit Administration (FTA) grant.



## Project Goals and Objectives

The following goals and objectives were developed for the project in early 2020.

### Planning Goals for MP2H

- Support Portland's 2035 Comprehensive Plan and Climate Action Plan goals for improving economic prosperity, human and economic health, equity and resilience, and for reducing carbon emissions.
- Focus growth in centers and corridors with high levels of services and amenities.
- Increase opportunities for employment and housing, particularly middle-wage jobs and affordable housing.
- Improve access to affordable housing, middle-wage jobs, nature and recreation through high quality, reliable, and frequent transit service and other multi-modal options.
- Ensure that under-served and under-represented communities and those potentially most impacted from land use and transportation proposals have an opportunity to meaningfully participate in the planning process, and benefit from project outcomes.
- Advance equitable outcomes by developing community benefits strategies to accompany land use decisions and transportation investments.

### Northwest Study Area Objectives:

- Engage community and stakeholders in development of specific proposals.
- Consider opportunities for transformative place-making in study area.
- Identify specific land use approaches - uses, zoning, design, etc.
- Identify transportation improvements to support land use direction.
- Develop specific land use and transportation implementation proposals.
- Develop specific community benefits approach to offset burdens.
- Hold public hearings with decision-makers to adopt changes and initiate implementation.

### Northeast Study Area Objectives:

- Engage community members in high-level evaluation of options.
- Evaluate land use potential on alternative alignments.
- Consider transportation changes to optimize land use scenarios.
- Evaluate public/private support among alternatives.
- Consider community benefits approaches for future refinement.
- Develop land use concept recommendations for future refinement.
- Hold public hearings with decision-makers to acknowledge future directions.

## Urban Design Concepts

As part of the MP2H Study, Urban Design Concept (UDC) descriptions and diagrams were developed for both Northwest Portland and Northeast Portland. These concepts depicted alternative land use development scenarios to support a transit investment or streetcar extension to Montgomery Park in Northwest Portland, and

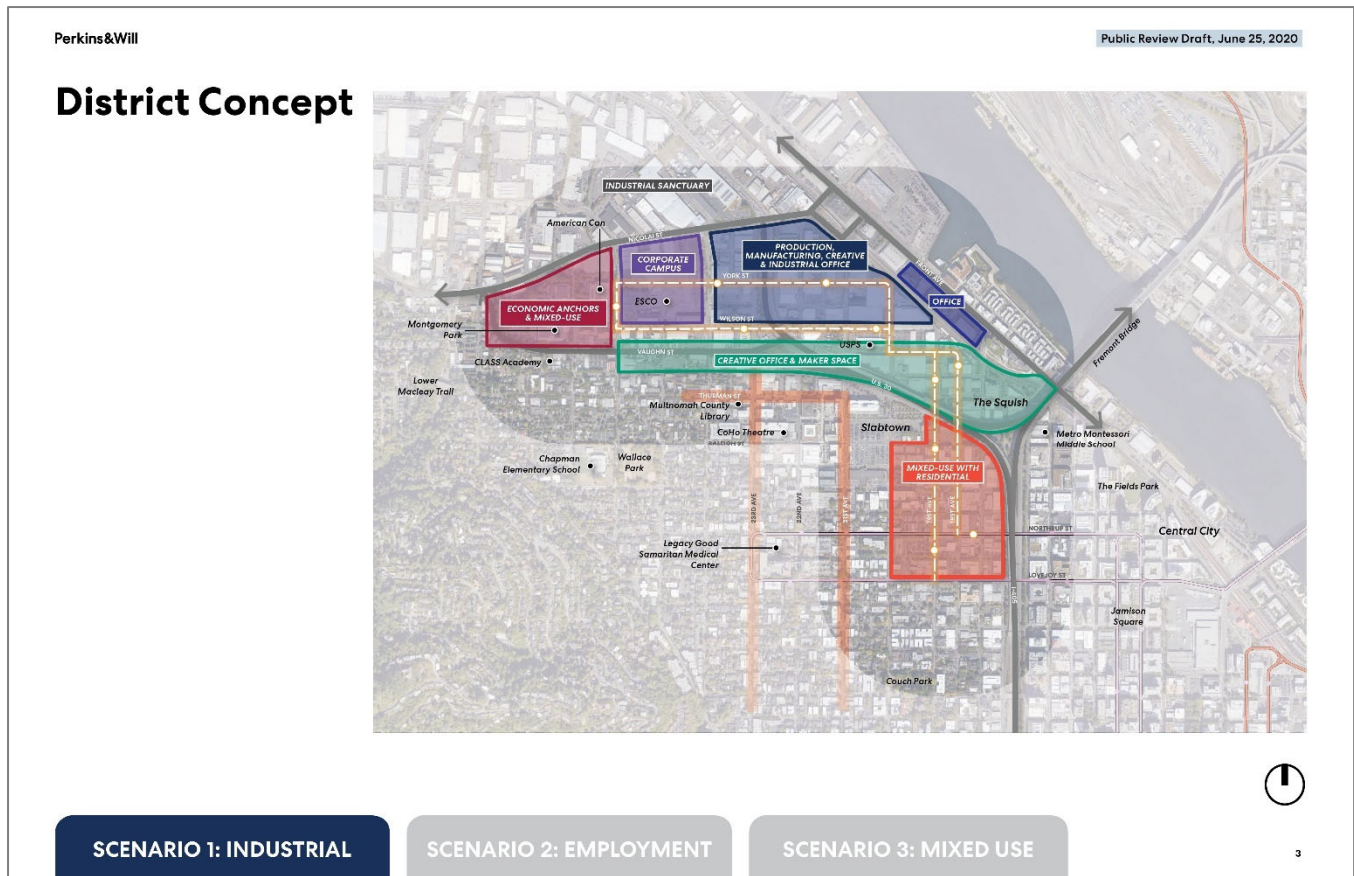
alternative alignment options for a streetcar extension to Hollywood in Northeast Portland. These were shared with the public in a virtual open house in July and August 2020.

**Northwest Portland**

For Northwest Portland, the project will explore extending the Portland Streetcar or other high-quality transit service to Montgomery Park, linking the streetcar system to an under-served area of Northwest Portland and a neighborhood that is growing and changing. The study will consider options for changes in land use and transportation to support a significant transit investment. The UDC focused on three alternative land use development scenarios.

**Scenario 1, Enhanced Industrial**

Scenario 1 focuses on opportunities to create jobs in the Northwest Portland portion of the study area, and maintains and builds upon the area’s industrial heritage.



Much of this area, particularly south of Nicolai Street and east of the former ESCO site, is currently zoned for General Industrial uses. This scenario complies with industrial land preservation policies by retaining much of the existing industrial zoning in that area, but it would permit a slightly broader range of uses, including creative and industrial office uses. This is similar to the approach used in the industrially-zoned areas of Portland’s Central Eastside, in the Central City.

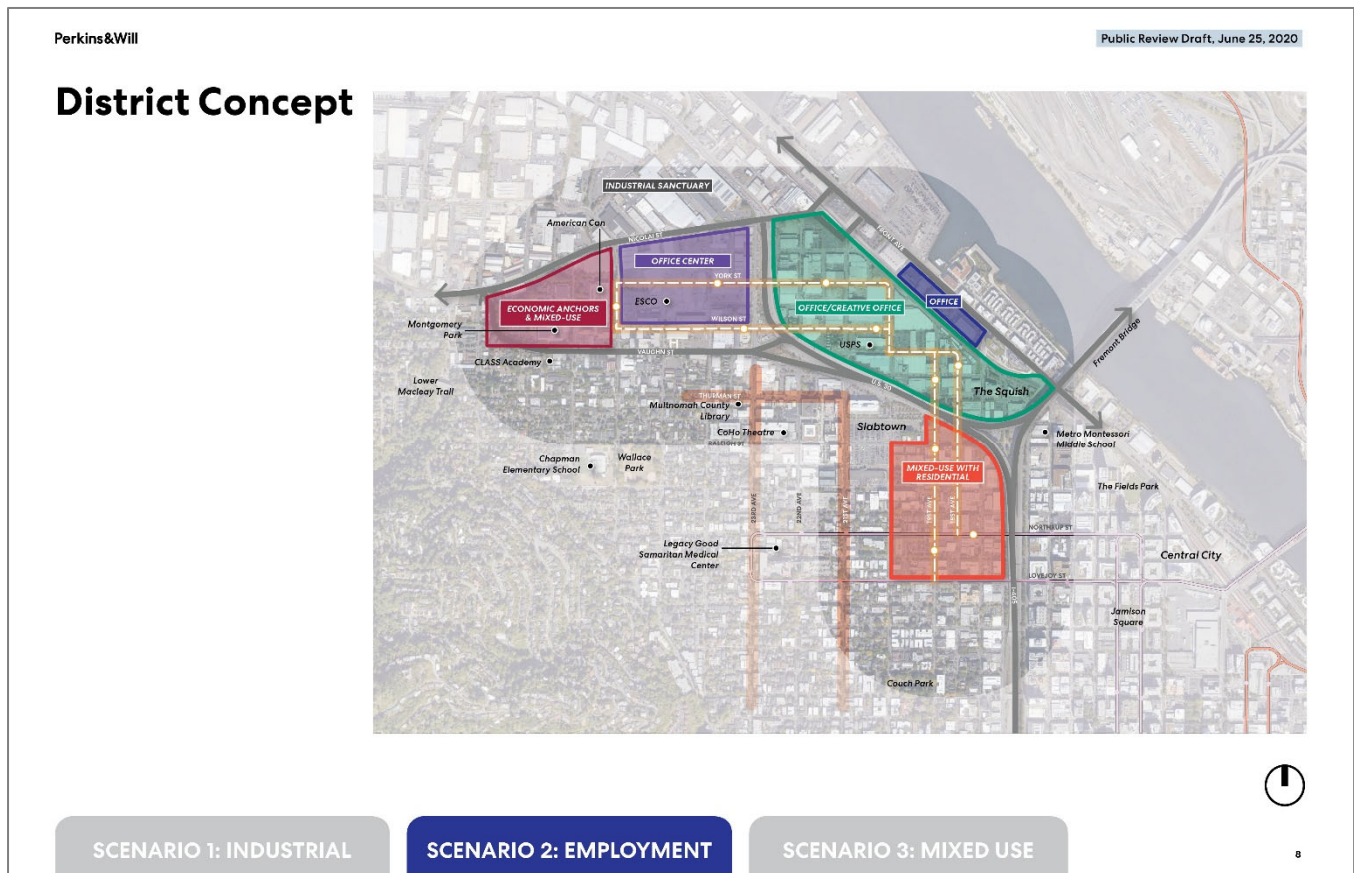


**Highlights**

1. Creates an industrial-focused sustainable economy through zoning and land use. The concept allows for more flexibility in land uses to include creative offices within the Industrial zones.
2. The concept envisions the transit streets as Main Streets that act as a hub for local, innovative manufacturing.
3. Intends the Main Streets to host smaller maker spaces that benefit from visibility/ foot traffic.
4. Envisions the ESCO site as a corporate campus or other large business/office space.
5. Montgomery Park and the American Can Building become a mixed use neighborhood in addition to the existing employment anchor.
6. Prioritizes intermodal hubs and ‘people’-focus streets to make moving through the district safe and predictable.

**Scenario 2, Employment**

Scenario 2 focuses on opportunities to broaden the range of jobs and types of employment in the Northwest Portland portion of the study area.



This scenario allows the continuation of many of the area’s industrial uses, but would allow for development of more intense office and institutional uses over time. Much of the area, particularly south of Nicolai Street and east of the former ESCO site is currently zoned for General Industrial uses. This scenario would change much of that industrial zoning to an ‘Employment’ designation to allow a broader range of employment uses, including

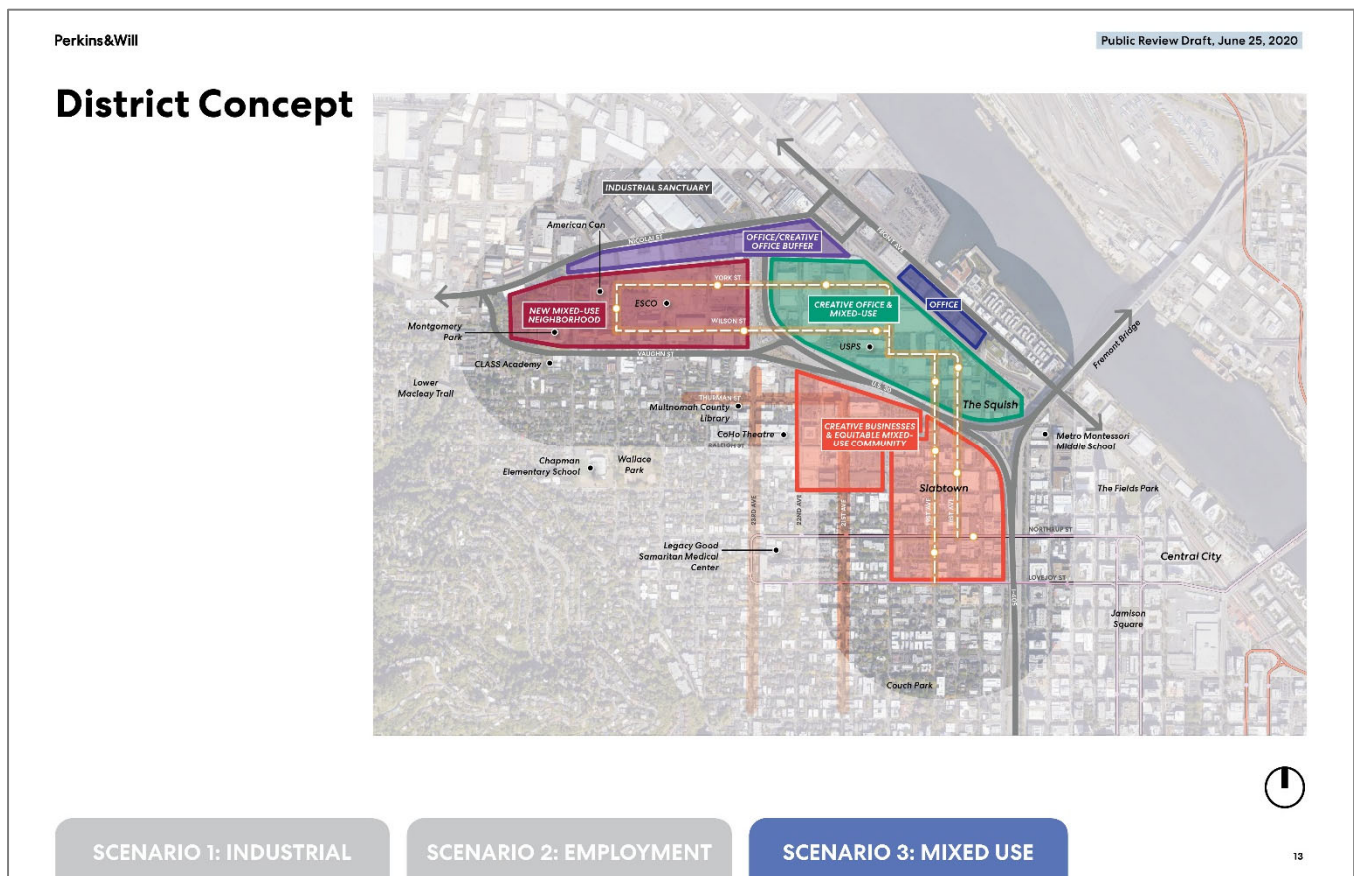
offices for a full range of uses including legal services, finance, real estate, and others, and institutional uses such as schools/colleges, and medical centers.

**Highlights**

1. Creates space and support for a diversity of economic activities and jobs.
2. The concept envisions the Main Streets as places to celebrate a diversity of employment activities, sectors, and scales (business and building sizes).
3. Conservation and reuse of existing structures to provide affordable context for startups and new initiatives.
4. Envisions the ESCO site as a high-density employment site.
5. Montgomery Park and the American Can Building become a mixed use neighborhood in addition to the existing employment anchor.
6. Prioritizes Roosevelt Street as the primary public shared space for the district, designed to optimize industry efficiencies and collaboration.

**Scenario 3, Mixed Use**

Scenario 3 envisions a transformation of the Northwest Portland portion of the study area into a complete community with housing, employment and commercial uses.



This scenario allows the continuation of many of the area's industrial uses, but would allow for development of residential mixed-use buildings over time. Much of the area, particularly south of Nicolai Street and east of the former ESCO site is currently zoned for General Industrial uses. This scenario would change much of that industrial zoning to a designation that facilitates mixed-use development and housing. Affordable housing would be a component of new housing development. New housing would be supported by additional retail and services, primarily located in areas near transit investments. An office/creative office buffer restricts housing and maintains compatibility with the industrial areas to the north.

**Highlights**

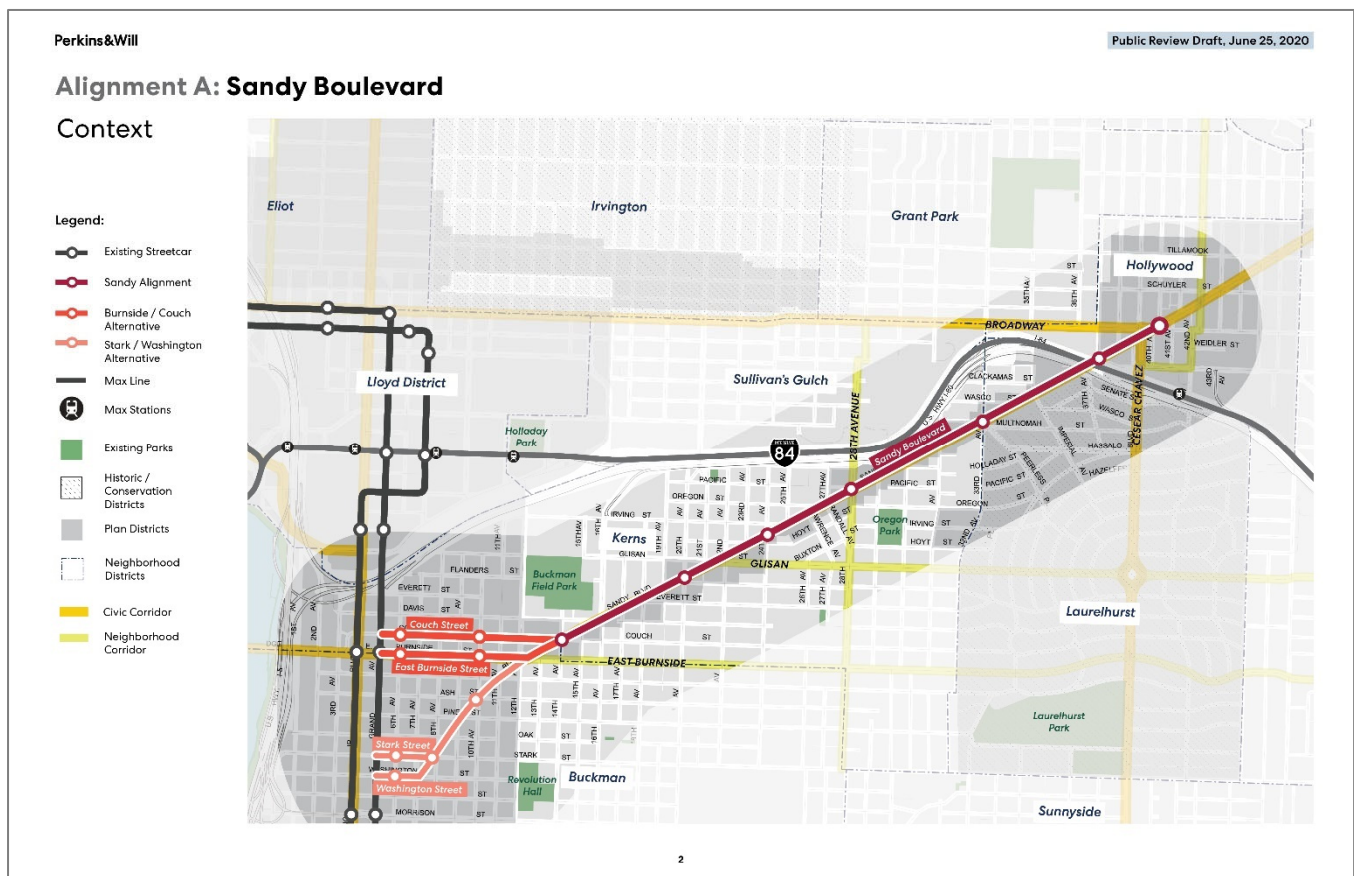
1. Creates a vibrant mixed use district supported by strong employment anchors, mixed housing, and neighborhood retails.
2. Plans for affordable housing for low-income Portlanders in a highly desirable area with existing and planned amenities.
3. Adds a variety of community facilities that anchor Roosevelt Street, a new district spine.
4. Envisions the ESCO site as a high-density mixed use site and urban center.
5. Montgomery Park and the American Can Building become a connected mixed use neighborhood.
6. Roosevelt Street becomes a pedestrian-oriented spine of public spaces anchored by the Montgomery Park Station and a bridge connecting to the waterfront.

### Northeast Portland

For Northeast Portland, the project will explore the feasibility to extend Portland Streetcar to the Hollywood District along three alternate street alignments. A streetcar line to Hollywood is viewed as a long-term possibility – in the 10-15 year time horizon. The main goal of the MP2H study on the eastside is to identify a preferred alignment for future study and more detailed planning. The alternatives for review include information on nearby land uses, transportation, and opportunities for future development. For Northeast Portland, the UDC focused on three alignment alternatives.

### Alignment A, Sandy Boulevard

This alignment has two potential connection points to the existing streetcar system, at Burnside/Couch Street or at Washington/Stark Street. The streetcar would then operate on Sandy Boulevard to reach the Hollywood Town Center.



### Highlights

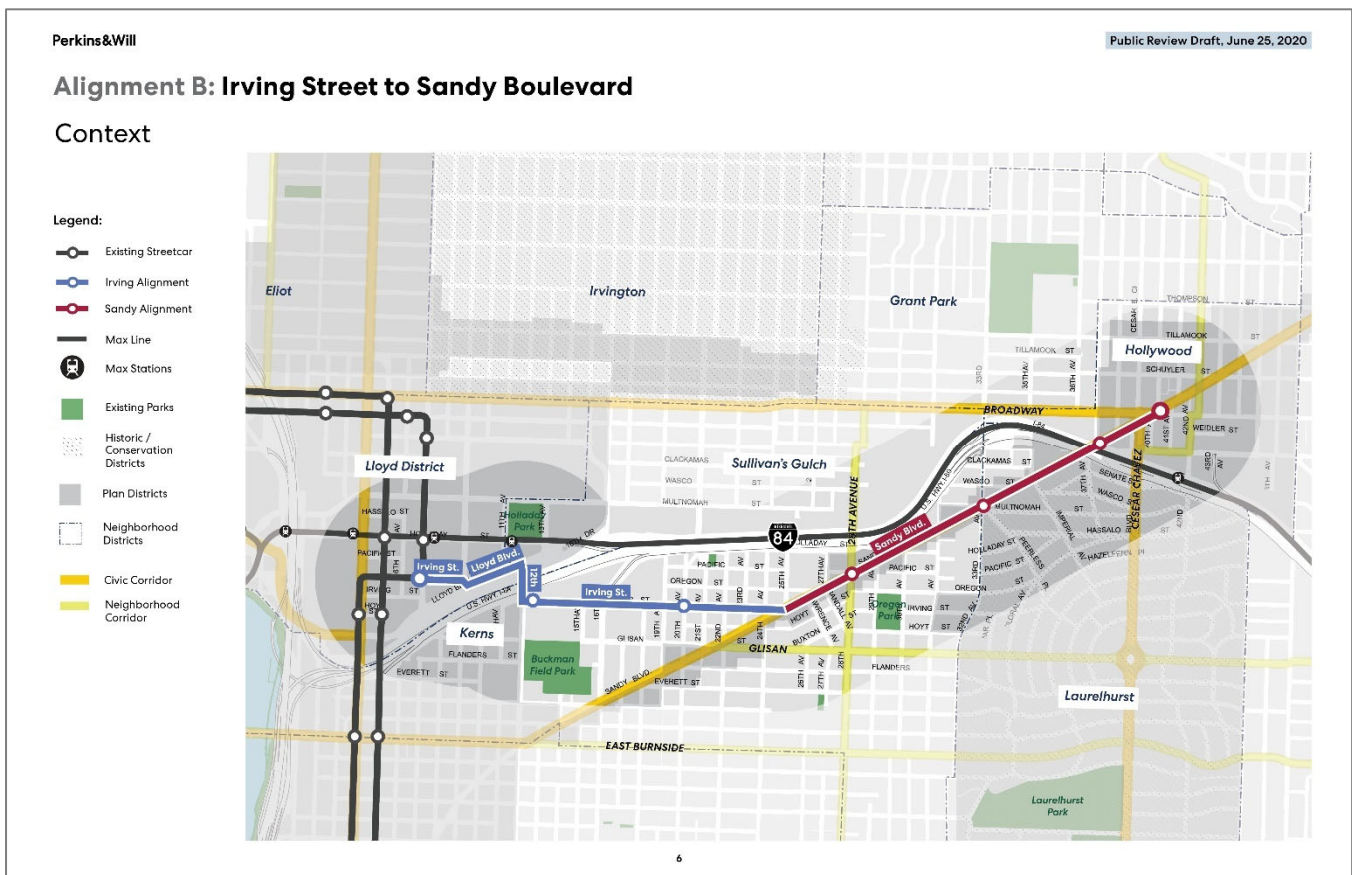
1. Streetcar would travel along Sandy Boulevard to reach the Hollywood Town Center.
2. Features two potential connection points to the existing streetcar system: at Burnside/Couch Street or at Washington/Stark Street
3. Connects to existing transportation infrastructure, including MAX at Hollywood, and bus lines at MLK/Grand; 11<sup>th</sup>/12<sup>th</sup>; Glisan; and Cesar Chavez/Hollywood.



4. The route is generally supported by medium density commercial/mixed use and multi-dwelling residential land use designations.
5. Future development opportunity sites include: Burnside Bridgehead; Bakery Blocks (Franz); 21<sup>st</sup> Avenue Bridgehead; Pepsi Blocks; Fred Meyer area; North Laurelhurst (north of Sandy); and Hollywood Portal (NE Broadway area).
6. Potential development limitations include Laurelhurst historic district and some nearby industrially-zoned properties.

**Alignment B, Irving Street to Sandy**

This alignment ties into the existing streetcar system at Martin Luther King Blvd and Oregon or Irving St. The streetcar would then cross I-84 on the 12th St bridge, operating on Irving St until it reaches Sandy Blvd. At Sandy, the streetcar would travel west to the Hollywood Town Center.



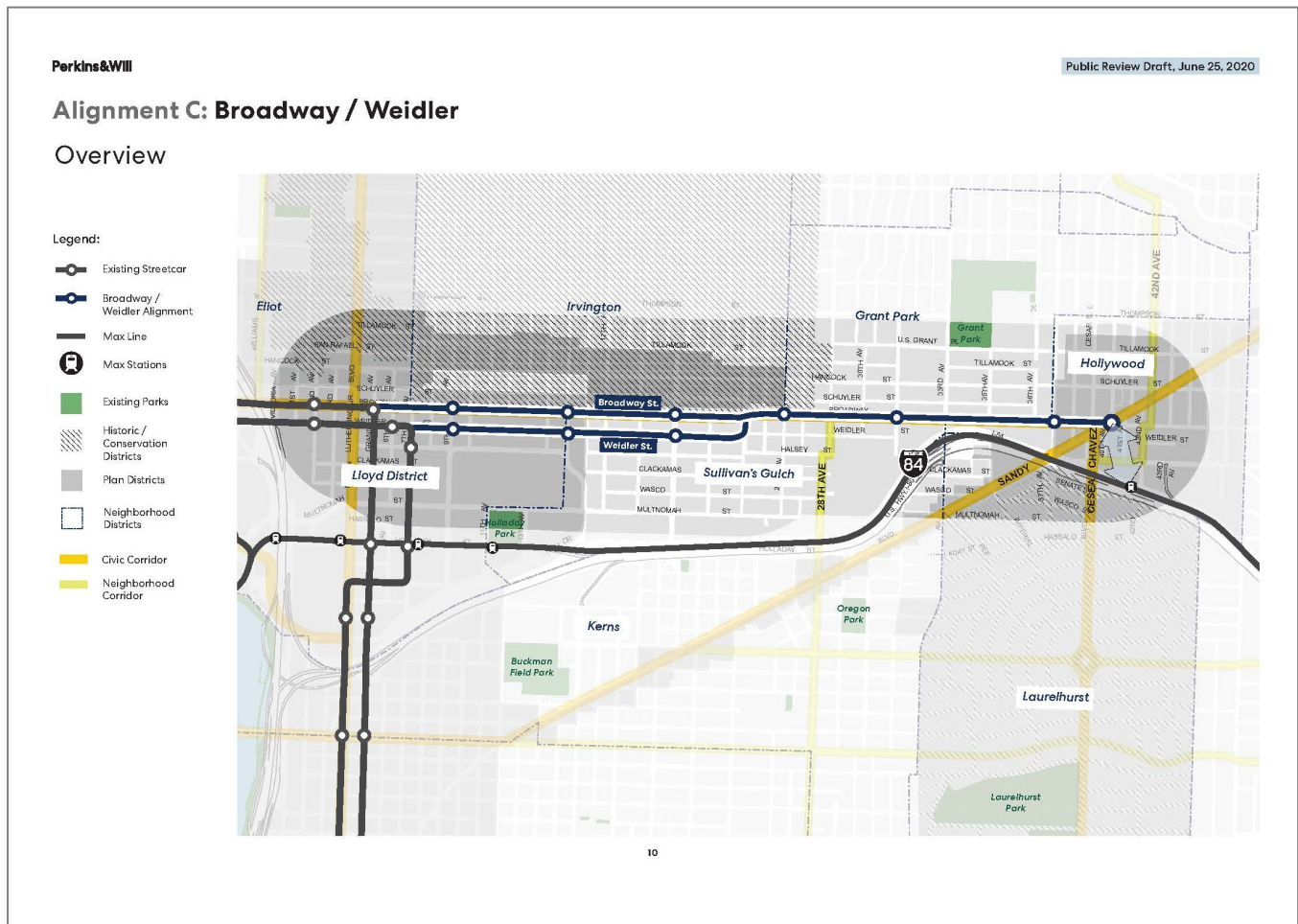
**Highlights**

1. Ties into the existing streetcar system at Martin Luther King Boulevard and Oregon or Irving Street. The streetcar would then cross I-84 on the 12<sup>th</sup> street bridge, operating on Irving Street until it reaches Sandy Boulevard.
2. Connects to existing transportation infrastructure, including MAX at NE 11<sup>th</sup> and Hollywood, and bus lines at MLK/Grand; 11<sup>th</sup>/12<sup>th</sup>; Glisan; and Cesar Chavez/Hollywood.
3. The route is generally supported by medium density commercial/mixed use and multi-dwelling residential land use designations.

4. Future development opportunity sites include: Lloyd Center area; Bakery Blocks (Franz); 21<sup>st</sup> Avenue Bridgehead; Pepsi Blocks; Fred Meyer area; North Laurelhurst (north of Sandy); and Hollywood Portal (NE Broadway area).
5. Potential development limitations include Laurelhurst historic district and some nearby industrially-zoned properties.

**Alignment C, NE Broadway/Weidler**

This alignment ties into the existing streetcar system at Martin Luther King Jr. Blvd and Grand Avenue. The streetcar would then operate on the Broadway/Weidler couplet until NE 24<sup>th</sup> where the streetcar would operate two-way on Broadway to reach the Hollywood Town Center.



**Highlights**

1. Ties into the existing streetcar system at Martin Luther King Jr. Blvd and Grand Avenue. The streetcar would then operate on the Broadway/Weidler couplet until NE 24<sup>th</sup> where the streetcar would operate two-way on Broadway to reach the Hollywood Town Center.
2. Connects to existing transportation infrastructure, including MAX at MLK/Grand and Hollywood, and bus lines at MLK/Grand; 11<sup>th</sup>/12<sup>th</sup>; 33<sup>rd</sup>, and Cesar Chavez/Hollywood.

3. The route is generally supported by medium to high density commercial/mixed use and multi-dwelling residential land use designations.
4. Future development opportunity sites include: Lloyd Center area; Fred Meyer area; North Laurelhurst (north of Sandy); and Hollywood Portal (NE Broadway area).
5. Potential development limitations include the Irvington historic district and low-density single-dwelling areas in Grant Park.

## Virtual Open House and Information Sessions

A virtual public open house to share information about the Northwest Development Scenarios and Northeast Alignment Alternatives was posted on the Bureau of Planning and Sustainability's web page from July 3, 2020 to August 9, 2020. Below are descriptions and links to the online open houses.

### Northwest Open House

<https://www.portland.gov/bps/mp2h/mp2h-northwest-portland-urban-design-concept-virtual-open-house>

Three future Urban Design Concept Development Scenarios for the Northwest study area were presented for review and feedback. These scenarios illustrate different land use and development futures for this part of Northwest Portland, and each scenario could be served by a new transit investment, including streetcar, along the proposed transit alignment. All three scenarios are intended to support Portland's 2035 Comprehensive Plan and Climate Action Plan goals for improving economic prosperity, human and economic health, equity and resilience, and for reducing carbon emissions. Each scenario accomplishes this in different ways. The scenario pages include maps, images, and descriptions to highlight the features of each scenario and show how they are different.

### Northeast Open House

<https://www.portland.gov/bps/mp2h/mp2h-northeast-portland-urban-design-concept-virtual-open-house>

Three future Alignment Alternatives for the Northeast study area were presented for review and feedback. These alignments illustrate alternate ways to provide streetcar access to the Hollywood Town Center, and each alignment would serve existing land uses and populations along the alignment. In addition, each alignment and related transit investment has the possibility to catalyze future development along the line and on several key 'opportunity sites' identified in the alignment maps. These privately owned sites may be future opportunities for supportive development. All three alignments are intended to support Portland's 2035 Comprehensive Plan and Climate Action Plan goals for improving economic prosperity, human and economic health, equity and resilience, and for reducing carbon emissions. Each alternative alignment accomplishes this in different ways. Each alignment includes maps, images, and descriptions to highlight the features of each scenario and show how they are different.

In addition, Information Sessions on the Urban Design Concept Northwest Portland Development Scenarios and Northeast Portland Alignment Alternatives were held on July 15, 2020 (NW) and July 16, 2020 (NE). The information sessions were Zoom meetings hosted by project staff to share detailed information about the scenarios and alternatives and to provide an opportunity for community members to ask questions of staff about the work and ideas. A total of 32 community members registered for the Northwest study area session and 30 registered for the Northeast session.

## Survey Highlights

The following are some key takeaway findings from responses to the online surveys and information sessions. Overall, a variety of opinions were expressed about the merits of alternate land use scenarios in Northwest Portland and alignment alternatives in Northeast Portland. In response to survey questions, scenario or alignment preferences were expressed, but these were generally tempered by comments expressing support for other alternatives. A complete record of survey responses is included in the appendix.

### Northwest Portland Development Scenarios

- A total of 69 surveys were completed for Northwest Study area.
- Many suggested more information is needed to inform a decision.
- Overall, stronger preference was expressed for the Mixed Use scenario.
- Questions about expense and usefulness of streetcar.

#### *Scenario 1: Enhanced Industrial*

- Respondents were divided about the enhanced industrial scenario, with slightly more disagreeing that the enhanced industrial is the preferred approach.
- More support the approach when paired with creative/industrial office uses.
- Respondents are evenly divided about transit investment compatibility with this scenario.
- Supportive of active frontages near transit alignments.

#### *Scenario 2: Employment*

- Respondents were evenly divided in support of an employment scenario with institutional uses.
- More people believe that a transit investment is compatible with employment, and there was a higher level of agreement for this than in the industrial scenario.
- Preference was expressed for buildings less than 7 stories; next highest preference was 20+ stories.
- Strong support for creating a ped/bicycle-oriented street on Roosevelt.

#### *Scenario 3: Mixed Use*

- Respondents were more likely to agree with the mixed-use scenario than disagree, with stronger agreement amongst respondents than the other scenarios.
- Strong agreement on transit compatibility with this scenario.
- Preference was expressed for buildings less than 7 stories; next highest preference was 20+ stories.
- Stronger preference for breaking up/creating street grid on ESCO site under this scenario than others.
- Strong support for a pedestrian/bicycle bridge over HWY 30.

### Northwest Portland Alignment Alternatives

- A total of 121 surveys were completed for the Northeast study area.
- Overall, stronger preference expressed for the Sandy Boulevard alignment.
- Questions about expense and usefulness of streetcar vs. other transit options, and concerns about traffic and parking issues on alignments.
- Further consideration of location of terminus in Hollywood is needed.

***Sandy Boulevard***

- Sandy alignment was favored by the largest number of respondents.
- Support for streetcar was expressed, but some respondents thought the corridor could be well served by buses.
- Concern was expressed about rising housing values/prices and displacement of small businesses.
- Respondents generally supported zoning changes to support development near the alignment, but others were concerned about the type of new development currently occurring and expected in the future.

***Irving to Sandy Boulevard***

- Irving to Sandy was the least preferred by respondents among alignment alternatives.
- Many respondents did not see the value in this line, as it was not clear what land uses it would serve that would not also be served by Sandy alignment.
- Concerns about traffic congestion on local streets, NE 12<sup>th</sup> Avenue bridge issues, and potential conflicts with I-84 freeway on-ramps.

***Broadway/Weidler***

- Broadway/Weidler alignment was second most favored among respondents.
- Some felt this alignment could take advantage of development opportunity in the Lloyd District; others discussed development limitations along the alignment.
- Many expressed safety and other concerns about the existing condition on Broadway and the Broadway/Weidler couplet.

**Complete Survey Responses**

The Appendix contains the complete public feedback participants shared via an online survey for the virtual open house that was available online from July 2, 2020 to August 9, 2020. The section is divided into two parts: Northwest Open House Surveys and Northeast Open House Surveys. Both surveys included a number of multiple choice responses to a series of questions, as well as responses to open-ended questions.

# **Montgomery Park to Hollywood Study (MP2H)**

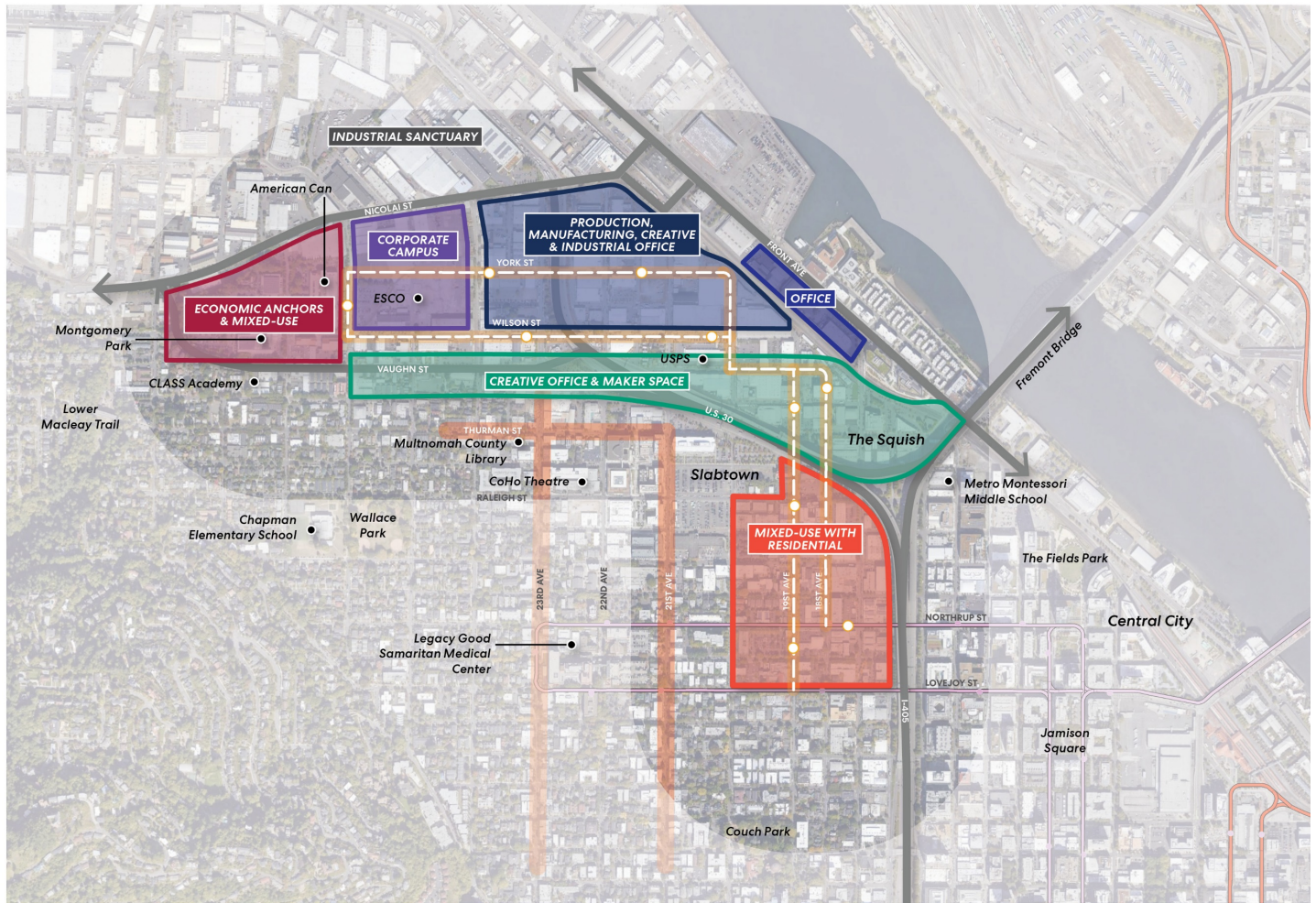
## **Northwest Portland Urban Design Concepts**

**Survey Data Export - September 2020**



# PART 1:

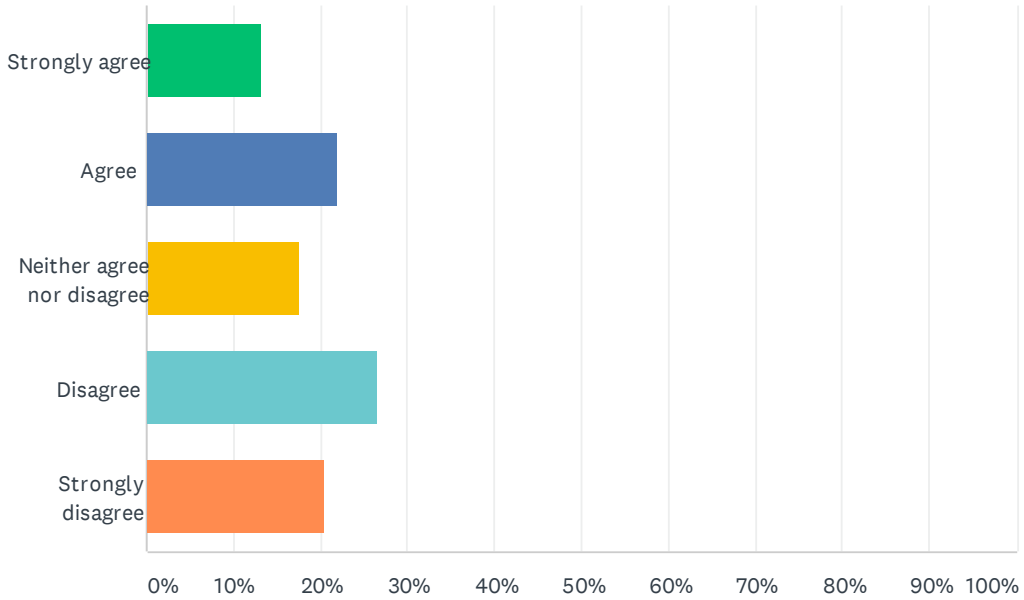
# Enhanced Industrial





**Q1 The Enhanced Industrial scenario preserves industrial uses and limits residential uses in Employment areas south of NW Nicolai Street and east of the ESCO site. Do you agree with this approach?**

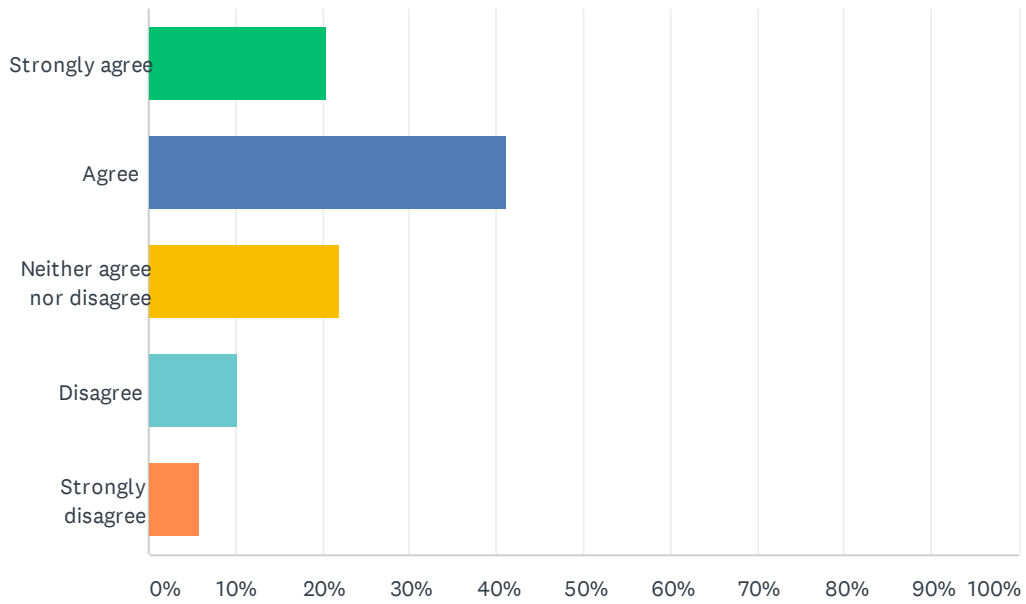
Answered: 68 Skipped: 1



ANSWER CHOICES	RESPONSES	
Strongly agree	13.24%	9
Agree	22.06%	15
Neither agree nor disagree	17.65%	12
Disagree	26.47%	18
Strongly disagree	20.59%	14
<b>TOTAL</b>		<b>68</b>

## Q2 Do you agree with the idea of allowing more creative/industrial office uses within the district under the Enhanced Industrial scenario?

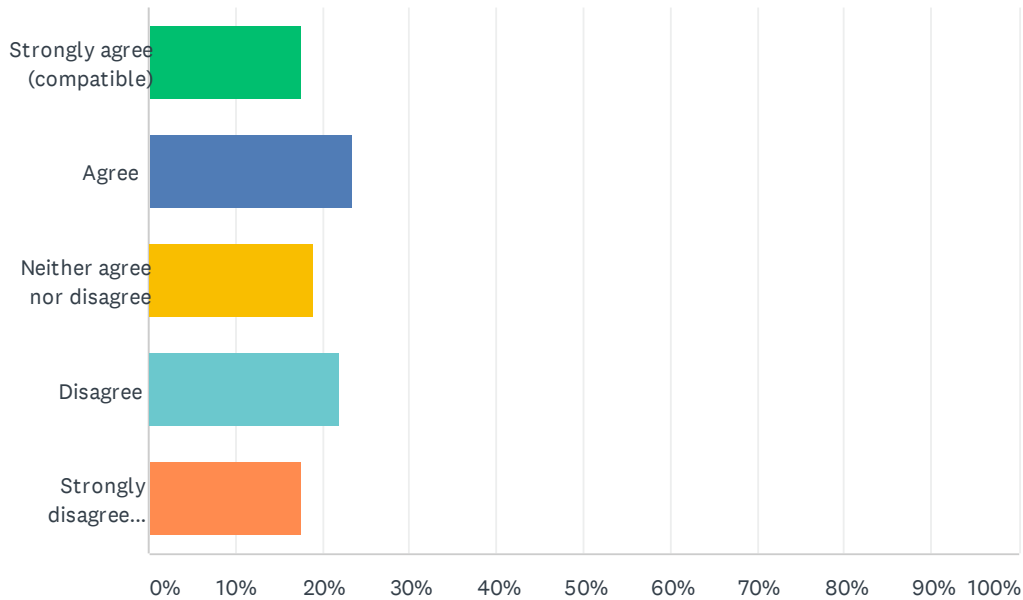
Answered: 68 Skipped: 1



ANSWER CHOICES	RESPONSES	
Strongly agree	20.59%	14
Agree	41.18%	28
Neither agree nor disagree	22.06%	15
Disagree	10.29%	7
Strongly disagree	5.88%	4
<b>TOTAL</b>		<b>68</b>

### Q3 Do you think a major transit investment (such as streetcar or bus rapid transit) could support and be compatible with the Enhanced Industrial scenario land uses and development patterns?

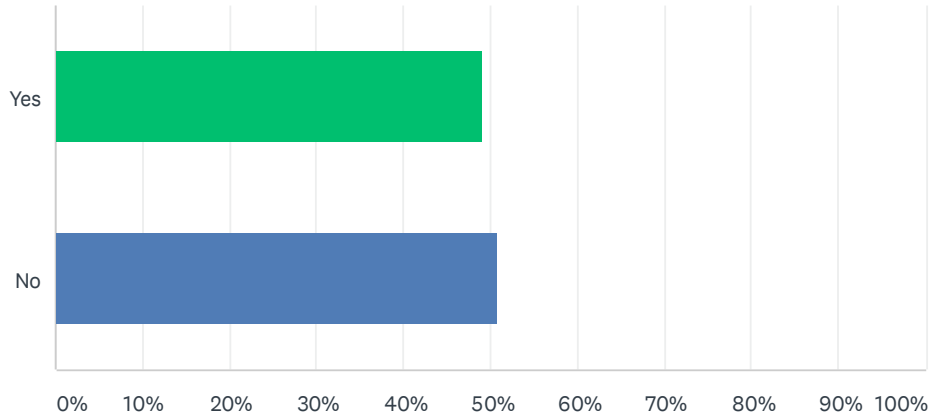
Answered: 68 Skipped: 1



ANSWER CHOICES	RESPONSES	
Strongly agree (compatible)	17.65%	12
Agree	23.53%	16
Neither agree nor disagree	19.12%	13
Disagree	22.06%	15
Strongly disagree (incompatible)	17.65%	12
<b>TOTAL</b>		<b>68</b>

**Q4 Do you support the idea of maintaining large blocks on the former ESCO site, which provides development flexibility for the site but may minimize public access to points within the development?**

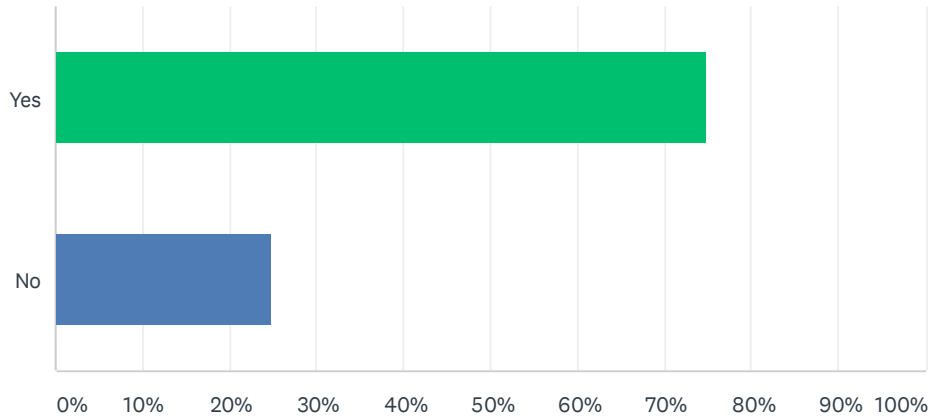
Answered: 67 Skipped: 2



ANSWER CHOICES	RESPONSES	
Yes	49.25%	33
No	50.75%	34
<b>TOTAL</b>		<b>67</b>

Q5 Do you support the proposal for active frontages near the new transit alignment in the Enhanced Industrial scenario? By active use we refer to activities that bring more people or provide visual interest on the ground floor, such as a retail, commercial or maker space.

Answered: 68 Skipped: 1



ANSWER CHOICES	RESPONSES	
Yes	75.00%	51
No	25.00%	17
TOTAL		68

## Q6: Does the Enhanced Industrial scenario create any benefits or burdens that you are particularly excited or concerned about?

This zoning change is just another city ploy to enhance the wealth of land owners and developers at the expense of true industrial jobs that are desperately needed by the racial and economically challenged. Your language sounds enticing but the working class will be the big losers. Also, every economic analysis says Portland lacks adequate industrial land and this scenario will make it worse since business / office development will be the outcome.

---

Increased traffic to/from which the regional transportation connections highlighted on map are already at full capacity pre-Covid and prior to new commercial/residential development coming online (Conway area); impacts/stresses placed on adjacent neighborhoods to South and North --- increased parking (Montgomery Park employees already park South of Vaughn; increased road traffic with cars cutting through on NW 25th/24th/23rd, impacts on parks and schools with increased demand; for equitable development to really occur, and given everything that has transpired since the 2019 analysis was completed, the City needs to expand its outreach and engage in conversation with individuals and populations that have often been excluded from the NW area for a variety of reasons.

---

Primary benefit is the focus on restoring jobs lost with shutdown of Esco and other businesses in Portland. We want things to be designed and manufactured in Portland with quality and pride. It is a valued part of our identity we want to maintain and grow. Creative arts and food-and-beverage should very much be included. Large, medium, and small business can and should co-exist and can be synergistic. To be successful, plenty of parking will absolutely be needed (as Montgomery Park has shown). It can be opened to the nearby community after hours ... even the Timbers and Thorns fans who park there now. With insufficient parking our neighborhood that is adjacent will suffer greatly, especially the existing business already under pressure due to construction of density housing with no parking. Trees are important for all of us throughout the day, and should be along all streets.

---

It doesn't make sense to build industrial in a close-in area of Portland. We've been fortunate to be able to build dense residential neighborhoods in previously industrial Pearl and Slabtown, avoiding displacing residents. Why reverse this by "replacing" industrial? New housing can proactively counteract gentrification occurring in NE and elsewhere.

---

Truck access to work space for labor and materials will be impossible with light rail .

---

No

---

I oppose any zoning change east of Hwy 30. That area should remain Industrial.

---

I am interested in enhancing transit to the neighborhood. But I am skeptical that new development will have a net positive effect.

---

Who will be responsible for the removal of any toxic chemicals on these sites if people are allowed to live there?

---

More family wage employment. Employers new to the city that want a campus environment.

---

Concerned that too much retail is required, which in other areas has proven to be not sustainable.

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## Question #6: Does the Enhanced Industrial scenario create any benefits or burdens that you are particularly excited or concerned about?

---

realistic in imagining the next generation of jobs.

---

I think this is the option that makes the least sense. While I appreciate and understand the need to have vibrant and affordable industrial space within the city (after all- it has to go SOMEWHERE), this is too high value of an area to devote to space that is meant for the production of things instead of the primary function of housing people (no matter what they're doing). This makes the least amount of sense for dense, accessible transit modes like a streetcar-which are first and foremost about providing consistent, reliable access for residential areas.

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Nothing in this plan provides sustainability of indigenous, POC communities! How are Trans and Non-Binary persons being compensated for the pain and suffering at the hands of the cisgendered patriarchy? CANCELLED!

---

A major transit investment (such as streetcar) is most likely to be successful (in terms of ridership and reduced cost relative to who is served) when there is a lot of people/destinations to be served. However, this needs to apply at all times of day, not just during commute hours when people are most likely to travel to/from work. I'm concerned the Enhanced Industrial scenario would not provide enough density and mix of uses that would lead to such conditions where a streetcar could perform well at all times of day. In this scenario, I don't believe a streetcar would be a worthwhile investment when other parts of the city have an existing need.

---

Benefits: Compared to the other scenarios, there appears to be less development which suggests that the area would be less impacted by an increase in traffic. For the property owners, it also allows for increased development of currently undeveloped or underdeveloped land. Burdens: Any change may impact current employment opportunities and result in increased traffic. Both of these need to be examined carefully before any change, if any, occurs.

---

A corporate campus at the ESCO site would be really cool!

---

still wrapping my head around everything....

---

It would not drive people to the area other than those who work there.

---

We do not need more public transit in the NW area. There is more than enough. We need safer, more pleasurable, and faster ways to walk and bicycle, especially walk. This means better street markings and signs, bigger sidewalks, etc. A person can walk from Montgomery Park to Old Town Chinese Garden in 20-30 minutes. People need to "walk" more. It's very healthy and ecological. Reduce traffic; increasing walking. It's safer and less expensive, as well. Think out of the box. Walking is the most natural physical activity of human beings. The streetcar and big buses dominate the public space, including tracks, and are dangerous for pedestrians and bikers. Decrease obesity and get some fresh air, also reduces noise pollution. Use public money in planning and operations for improving walkability not fancy expensive public transportation work. People drive recklessly around here too much. Increase pedestrian and bicycle uses in this development plan--NOT bus or streetcar development. This will also preserve the quiet atmosphere of the area residents enjoy. Not everyone wants a downtown atmosphere here.

---



## Question #6: Does the Enhanced Industrial scenario create any benefits or burdens that you are particularly excited or concerned about?

---

Maker's spaces and the projected (higher) rent levels in this area are not aligned.

---

As the population density grows, industrial use which increases the opportunity for citizens to interact with harmful chemical and carcinogens.

---

No

---

Nothing to add

---

The US no longer has the heavy industry of decades ago. Heavy industry is dirty: water, land, and air quality deterioration is the result. Housing is needed.

---

Portland has far greater needs (and should have clearer priorities) than spending millions on a streetcar that won't be used (except for a homeless camp) and more development that will languish. Get clear and execute on things we need - Clean up the trash all over this filthy city, help the homeless (note, help = free handouts), fix our dysfunctional governance.

---

Increased traffic on 25th is a big concern if not mitigated by additional and substantial public transportation options

---

A new form of mixed uses which includes housing and workshops and or light industrial is a possibility, but would need to be carefully thought through

---

Industrial land is scarce. Analysis needs to be done to show that this isn't just going to lead to high income tech jobs rather than middle wage industrial jobs. Streetcar seems like a driver of high tech and a detractor from industrial.

---

Environmental issues, taking high value riverfront space for polluting and non-esthetic purpose

---

We should open the river to mixed use and eco habitat zones at in all areas. Exclusivity for industrial use needs to end.

---

I'm excited about the potential for growth. We could have another central eastside scenario with a streetcar line.

---

I'm not sure this improves equity in access to transit and the livability of the city for people who cannot live within the core of the city. This seems to serve businesses and downtown-to-downtown trips rather than edge-to-core transit trips. Given that I am unenthusiastic about subsidizing it as a tax payer.

---

It should be like Seattle's South Lake Union

---

As the equity report shows, this option brings the benefits of keeping industrial jobs for people of color. Especially if this is connected to a streetcar system that expands to areas of color, having easy transit access will benefit those communities. The burden that I see is that keeping a lot of land for industrial use would limit the amount of new affordable housing that could be built alongside the streetcar line.

---

## Question #6: Does the Enhanced Industrial scenario create any benefits or burdens that you are particularly excited or concerned about?

---

I don't believe that industrial uses or industrial office uses justify the transit investment because the transit will not be fully utilized and the transit investment will not spur additional

---

I prefer for the land uses east of Esco to remain Industrial. Thus, I do not favor Streetcar there. The Streetcar should primarily serve Hollywood to Montgomery Park linking already-active nodes between them. So Streetcar should turn North from Northrup onto 21st to serve the ConWay node. Then onto Thurman east to 20th, then northward to join the planned route. From Montgomery Park, Streetcar should go east to 23rd and turn southward. It should serve the active node along NW 23rd until it turns east on Lovejoy using the existing track.

---

Yes, excited in that it may limit the city's encouraging residential buildings and density where it is neither wanted nor needed.

---

more traffic

---

I don't think adequate assessment of jobs/housing mix has been done to enable evaluation of any of these options and the elimination of existing zoning and uses.

---

Traffic! Streetcar or BRT needs to hit the important regional transit nodes (Rose Quarter, Providence Park) for transit to be a strong commute mode. Streetcar as proposed may not be able to do that. On the other hand, job preservation and restoration should be an important consideration.

---

Unlike the existing zoning which already allows a fairly large amount of corporate offices, creative industry, etc., this scenario will lead to more traffic, less working people jobs, and displacement of existing businesses.

---

concerned about potential for new sources of pollution, heavy truck traffic

---

Drives out industrial activities and employment.

---

As someone who currently lives in slabtown near some existing industrial buildings, I am concern about noise and potential chemical odors from nearby industrial areas.

---

If transit is bringing riders to or from work where the employer has prescribed work hours such as 9-5 or even shifts, I believe the transportation vehicle would need to have capacity to take enormous amounts of people on the same vehicle in order to allow employees to make it to work on time using this vehicle. If not, it will not be successful. MAX Light Rail makes sense, not StreetCar. StreetCar is better for residential and retail areas due to the greater dispersion of ridership can occur throughout the day/night as opposed to commuter times.

---

Any industrial scenario is fundamentally incompatible with a transit investment such as a streetcar as loading dock access is severely hampered, or all together not possible.

---

I don't think that keeping this area industrial makes economic sense for the city, nor does it help improve the quality of the City of Portland.

## Question #7: Is there anything else you want to share about the Enhanced Industrial scenario?

Any proposal that allows for more business or office space in this area will undermine our fragile downtown. Stop diluting downtown, particularly when an office space glut is very likely.

---

In order to properly evaluate the development scenarios, what are the traffic impacts of each and how does streetcar and other public modes of transportation address? What kind of parking regulations would be implemented for each scenario to encourage other modes of transportation to/from the area? And how minimize the impacts on NWDA and the Industrial Sanctuary?

---

My only comment on this survey is how every scenario requires the existing streetcar lines to be moved. I moved to the Alphabet District (where NW Johnson joins NW Westover Rd) because the streetcar was about a 6 block walk. Further than I'd like, but still acceptable. Rerouting the lines further north and stopping them further east is aiding developers at the expense of existing residential areas. Let new businesses/residents/etc make their decisions based on existing or enhanced bus lines. Please don't sacrifice the businesses on 23rd Avenue and surrounding neighborhoods by removing convenient streetcar access.

---

Please improve Nicolai road conditions, including width and turn lanes. It needs it and will need it more. Please note that Traffic flow on Vaughn should not be further constricted. Thurman and Upshur can not absorb much more, if any of the overflow traffic without creating significant health and safety issues and drastically reducing the quality of life in the neighborhood. The Thurman corridor can continue to thrive as a destination for visitors to our beautiful area. Those visitors would also love to see where great things are Made in Portland and buy them from the makers. Please help all of us take advantage of this 100-year opportunity to build our economy and ourselves. Thank you.

---

The cost to small land owners with the burden of light rail will push out the 6 small businesses I lease warehouse space to.

---

I think that the street car route in the NW should be on NW 19th and NW 21st.

---

East of Hwy 30 should remain Industrial to support family wage blue collar jobs in the City. Streetcar should NOT run on 18th and 19th to access that area.

---

It's not clear what the impact on industrial living wage jobs will be or what the impact on our strained transportation infrastructure will be.

---

No more streetcars. They are a failure here in Portland. And because medical experts are stating the virus will never be fully contained because it spreads too easily - do you really think spending millions on a system doomed to fail is a wise use of money that could be spent more productively elsewhere?

---

Other areas of the city would be better suited to "enhanced industrial" than here.

---

Capitalism is oppressive slavery!

---

## Question #7: Is there anything else you want to share about the Enhanced Industrial scenario?

---

How does the information provided and the phrasing of these survey questions allow for informed and unambiguous responses? Barry mentioned that this survey is supposed to be general in nature, but these questions are very specific (and compound) about supporting or not supporting particular complex concepts w/o context. Q1: Neither agree nor disagree (It is more complicated than agreeing or disagreeing with this approach when you don't have sufficient context, and when there are varying aspects to the scenario. This material doesn't indicate what the existing zones are and what they may switch to, which seems like important information when evaluating this potential change. Montgomery Park is currently listed as EX, but in this scenario it is listed as High Density Mixed Use? Is the EX zone the same as High Density Mixed Use? Besides "more creative/industrial office uses", does this scenario allow for other uses? What are examples of what could be built under existing zoning and how does that compare to the proposed zoning change? Does the Enhanced Industrial scenario preserve industrial uses more than if zoning didn't change or compared to the other scenarios? For scenarios 1 and 2: The ESCO site is listed as a medium/high density employment area, so why do the residential limits start east of the ESCO site (existing zoning appears to not allow for residential uses)? What are the limits on residential uses in Employment areas? Are these limits compared to existing zoning or to scenario 3? What are the probable impacts on the surrounding area with this scenario, including existing employment and traffic?) Q2: Neither agree nor disagree (Is there a need for more creative/industrial office space in this location? What are the expected impacts to existing businesses and employees in the area if this is allowed?) Q3: Neither agree nor disagree (This question is too vague (there is a big difference between streetcar and BRT) without informed context. What does "support and be compatible" mean, especially when modified with "could"? It seems that any means of getting people to the area "could" support and be compatible with development or no development in the area. With the Enhanced Industrial scenario, would it support a streetcar? What is the level of development that would support or justify a streetcar?) Q4: Yes / No (This question seems oddly specific given it is one of the few transportation questions, and the complexity of the chart used for this question. What is the connection between large blocks and the potential of minimizing public access? Since it says "may", it suggests that it doesn't have to minimize public access. Is there a public benefit to large blocks? Is there a public benefit to small blocks? Someone may support large blocks if public access wasn't minimized, so a "no" response would be misinterpreted.) Q5: Yes / No (This assumes there will be a new transit alignment. A "No" response is ambiguous. It could mean that you don't like active frontages, but you like the new transit alignment; or that you like active frontages, but they shouldn't be near the new transit; or that you don't think there should be a "new transit alignment" regardless of the frontage option. With more limited development in this scenario, will there be sufficient need or interest in a major transit investment? Will there be sufficient public demand for whatever spaces are built?)

---

still wrapping my head around everything.... I do worry about being bamboozled....

---

Thanks for your hard work. Don't assume you're the experts. The public is very informed, aware, educated, and insightful, especially those living in these neighborhoods. Use the money for cleaning up the streets more often, as well, i.e. street sweeping and litter, and pruning trees for beauty. Don't put the burden all on the taxpaying public who already do a lot taking care of sidewalks and parking strips. Require all parking strips to have at least one tree every thirty feet. Too many parking strips filled in with concrete. Trees benefit both aesthetically and ecologically in many ways.

---

No

---

## Question #7: Is there anything else you want to share about the Enhanced Industrial scenario?

---

Nothing to add

---

Portland has far greater needs (and should have clearer priorities) than spending millions on a streetcar that won't be used (except for a homeless camp) and more development that will languish. Get clear and execute on things we need - Clean up the trash all over this filthy city, help the homeless (note, help = free handouts), fix our dysfunctional governance.

---

this scenario seems like an inappropriate use of the streetcar transit option

---

I support the creation of a new mixed-use neighborhood in this area. Industrial office and large blocks are ok, but not at the expense of reducing housing creation. Our city has a housing shortage, and close-in neighborhoods are the best housing and environmental solution to our problems. Our city needs more housing, and new mixed-use neighborhoods in formerly industrial areas have the benefit of sidestepping a tough political fight with existing homeowners who oppose additional density.

---

See above long answer.

---

For my money, the City doing nothing about the Enhanced Industrial scenario, or any scenario until much larger societal problems are fixed, would be by far the best course of action. I understand every department has its budget which they feel must be spent, however, today's problems require a different approach. Specifically, that there are 4000 human beings sleeping on the streets in Portland is appalling. Perhaps the City could really focus time and money on this one issue? It makes me feel icky, guilty and oddly unworthy to be able to walk to a restaurant, spending more on dinner than the people I walked around to get there make in a month. Even though I worked fairly hard for forty years to be able to do so, the fun is greatly diminished. Portland can do better and should. The piecemeal "solutions" of the last decade or so are obviously not working.

---

I don't believe this is the right scenario and best use of the land.

---

For any of these scenarios, what happens between NW Thurman and NW Wilson will be important for how well this scenario complements existing and emerging development.

---

Don't think any change is needed EXCEPT better transit service and better street/sidewalk infrastructure to support transit.

---

this is the least appealing scenario

---

In each case the zoning along the street car must change to allow for flexibility of the use of each building. There are several smaller parcels that would lose their use if the zoning remained the same and the street car was built.

---

Long-range plans for this area were settled by the CC2035 plan.

---

The City should focus on attracting technology employers which tend to have a greater density of jobs/space than industrial and bring higher wages to further generate economic activity. Housing options are needed near technology employers to allow employees to be efficient with their time.

---

## **Question #7: Is there anything else you want to share about the Enhanced Industrial scenario?**

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Misses an opportunity for greater zoning flexibility that would allow the City to see wider range of economic activity & employment options.

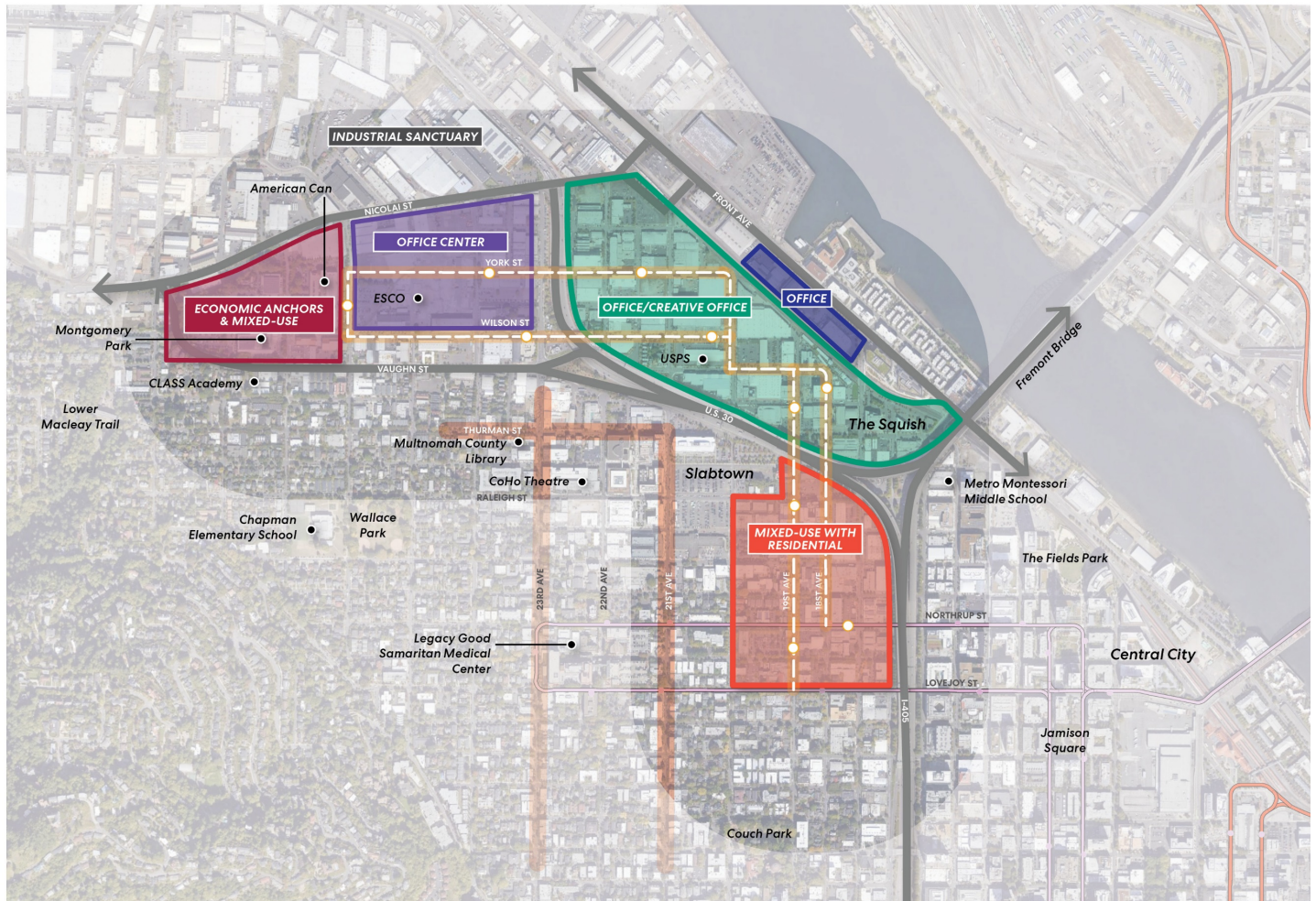
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The development of this area for mixed use provides Portland an incredible opportunity for a vibrant new neighborhood. So, Enhanced Industrial is not its best use.



## PART 2:

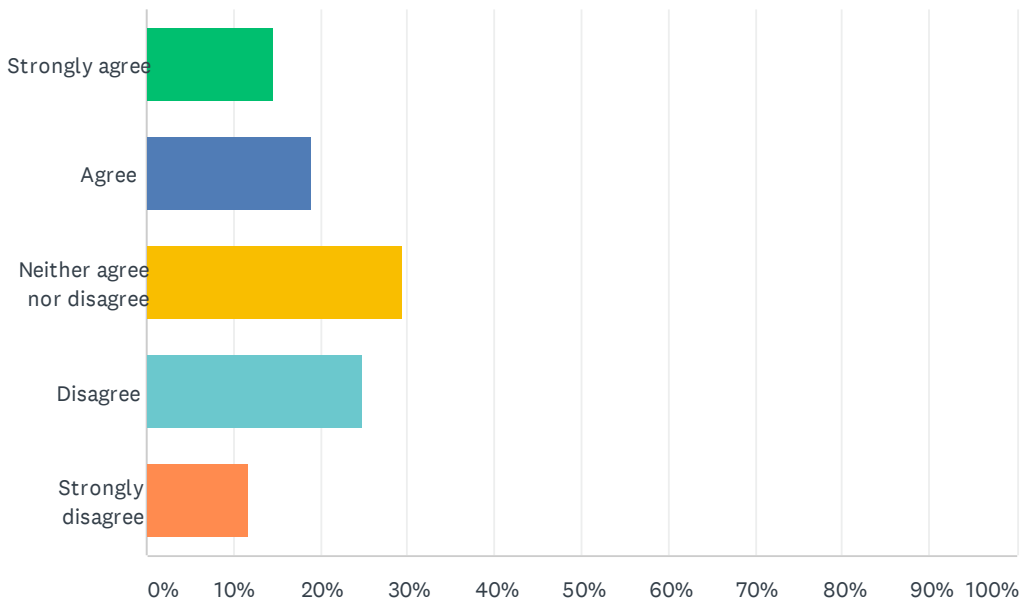
# Employment





Q8 The Employment scenario increases the range and intensity of allowed office uses, and allows institutional uses (schools, medical centers, etc.), but limits residential uses in Employment areas proposed south of NW Nicolai Street and east of the ESCO site. Do you agree with this approach?

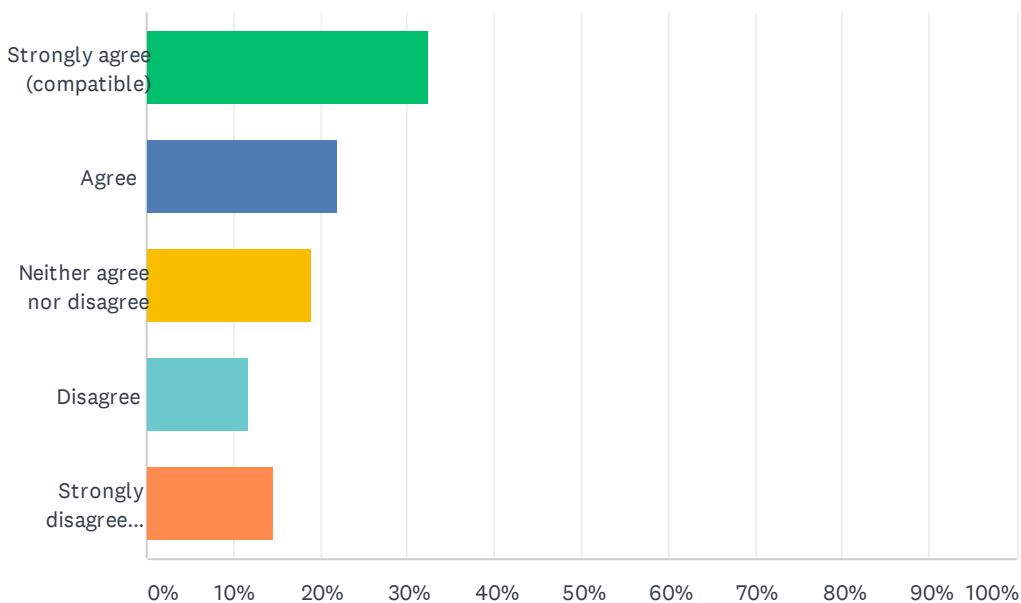
Answered: 68 Skipped: 1



ANSWER CHOICES	RESPONSES	
Strongly agree	14.71%	10
Agree	19.12%	13
Neither agree nor disagree	29.41%	20
Disagree	25.00%	17
Strongly disagree	11.76%	8
<b>TOTAL</b>		<b>68</b>

### Q9 Do you think a major transit investment (such as streetcar or bus rapid transit) could support and be compatible with the Employment scenario land uses and development patterns?

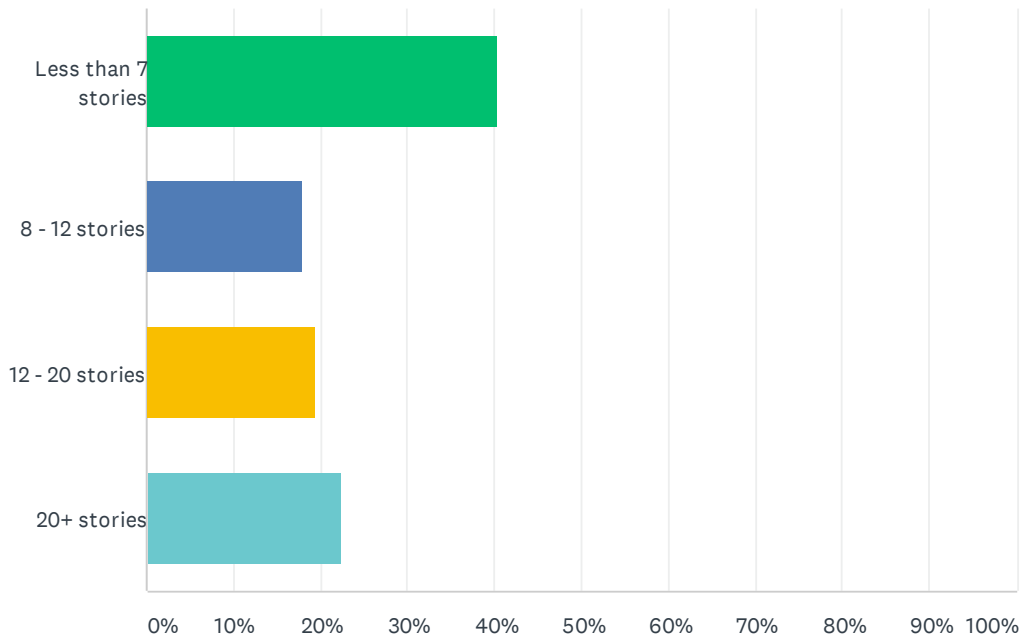
Answered: 68 Skipped: 1



ANSWER CHOICES	RESPONSES	
Strongly agree (compatible)	32.35%	22
Agree	22.06%	15
Neither agree nor disagree	19.12%	13
Disagree	11.76%	8
Strongly disagree (incompatible)	14.71%	10
<b>TOTAL</b>		<b>68</b>

### Q10 If land use designations (zoning) were changed to allow a greater variety of uses in the area, how tall should buildings be (maximum)?

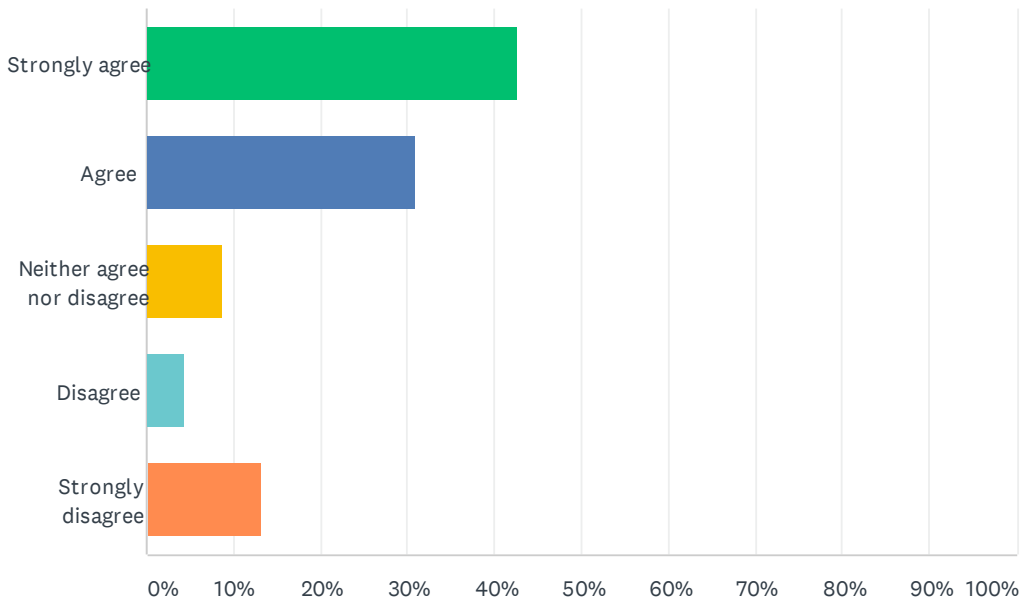
Answered: 67 Skipped: 2



ANSWER CHOICES	RESPONSES	
Less than 7 stories	40.30%	27
8 - 12 stories	17.91%	12
12 - 20 stories	19.40%	13
20+ stories	22.39%	15
<b>TOTAL</b>		<b>67</b>

### Q11 Do you support the idea of creating a pedestrian and bicycle oriented street along Roosevelt Street as shown in the Employment scenario?

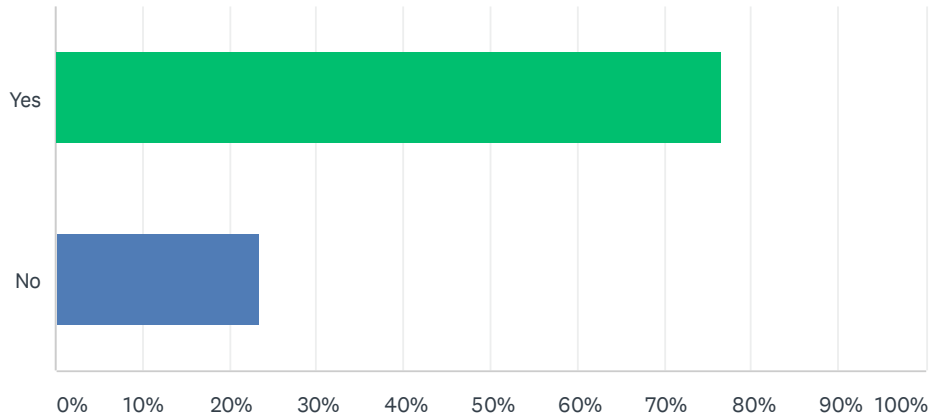
Answered: 68 Skipped: 1



ANSWER CHOICES	RESPONSES	
Strongly agree	42.65%	29
Agree	30.88%	21
Neither agree nor disagree	8.82%	6
Disagree	4.41%	3
Strongly disagree	13.24%	9
<b>TOTAL</b>		<b>68</b>

**Q12 Do you support the proposal for active frontages near the new transit alignment in the Employment scenario? By active use we refer to activities that bring more people or provide visual interest on the ground floor, such as a retail, commercial or maker space.**

Answered: 68 Skipped: 1



ANSWER CHOICES	RESPONSES	
Yes	76.47%	52
No	23.53%	16
TOTAL		68

**Question #13: Does the Employment scenario create any benefits or burdens that you are particularly excited or concerned about?**

This is another sellout to rich land owners and developers. It will decimate real industrial jobs and hurt the working class. How can you consider this idea that reeks of elitism?

---

With increased "intensity" under the employment scenario, the impacts on the current transportation network which is already at capacity, become greater. With increased demand in the area, there will also be impacts on existing housing, parks, schools, etc in the area to the South along with development pressure extending North. Lastly, what is the City doing to ensure that the engagement process is more inclusive, extending beyond NINA and NWDA boundaries?

---

Same comment as scenario 1, #7

---

Yes. Very much against "Medium Density" on Vaughn St. -- especially as pictured in your materials and built in the area around Dockside restaurant. That looks like something that will repel many Portland residents (current or future). If it happens anyway, please setback the buildings for many large trees. Trees are important for all of us throughout the day, and should be along all streets.

---

This survey doesn't even ask, but we probably don't need a Major Transit Investment for any of these scenarios. That's a question for ten to twenty years down the line after the area is developed. BRT needs to occur elsewhere along established corridors. In the meantime, I have no idea what the future need is for these types of employment spaces. I've been wondering why all those strange, insecure and unventilated "live and work" apartments on ground floors can't just be office space.

---

Concerns about parking - while enhanced transit can help commuters coming in from the east, transit options from the west (esp. NW) remain slim to none. Commercial buildings should provide some parking.

---

Existing businesses will go away.

---

No

---

The Employment scenario should only apply west of Hwy 30 to serve Esco and MP properties.

---

This will strain an already overburdened transportation system and will displace or eliminate working class industrial jobs.

---

In 2020 - and beyond - do you honestly think people want to travel to where ESCO spewed toxic compound into the air and soil?

---

Provided there is not too much to to make it unsustainable.

---

Roosevelt seems to make more sense as you increase building heights.

---

**Question #13: Does the Employment scenario create any benefits or burdens that you are particularly excited or concerned about?**

---

Also not the best choice. We have a major office and employment area very close by to this study area- its called downtown. We need to balance the need of different uses, and I'm not sure Portland is "under-officed." As the pandemic shows, long-term investments in more and more office space are speculative at best. I'm all for making sure we have enough Grade A office space (I am also one of the Portlanders who embraces the skyscraper), but it just simply isn't needed in this area at this school. Montgomery Park is already the largest office building in Oregon by square footage. And you want to propose more? We need dense, compact, vibrant neighborhoods with lots of housing and some focused additional retail and space for employment. This area is ideal for that concept, but not this employment one.

---

Using oppressive language like "employment" when you really mean SLAVERY is beyond problematic! Defunding public projects and divert funds to guaranteed minimum income programs is the best way to fight income inequality!

---

I support the proposal to add new ROW in the large blocks to provide additional access and allow for incremental development. It is much easier for smaller developers to purchase property and develop new buildings at a much lower cost if the parcels are modular, instead of a large single block. When a developer can acquire or develop property in smaller chunks, the chance that a property will be developed is much higher. Only large corporations would be able to develop a superblock, and it is likely that would only happen in a few rare circumstances. I'd also like to recommend the new Reed Street be continued through to 26th Ave, as a full new street or as a pedestrian/bike pathway (similar to the north-south walkway between 21st and 22nd Ave in Slabtown, or like NW Irving St between NW 10th and 12th Ave or between NW 14th and 15th Ave). The new awkwardly shaped block between Reed and York should become a public park. Successful neighborhoods need public parks, and the area does not have enough currently nor as proposed in this alternative.

---

Benefit: Potentially additional jobs in the area. Burden: Potentially more traffic in the area and displacement of existing jobs.

---

still wrapping my head around everything....

---

More retail space and the like is not a problem and is worth trying in small steps to see if it works before going full blown to curb financial loss. Create more bicycle and pedestrian friendly paths, bike parking, landscape, etc. to access these amenities--not big buses and streetcars.

---

Higher density will bring more traffic. The "improvements" made to I-405/Vaughn/23rd have not improved through put with that intersection.

---

New employment without consideration of housing will increase congestion and property values, typically to the detriment of low income families already established in the neighborhood.

---

No

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Nothing to add

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**Question #13: Does the Employment scenario create any benefits or burdens that you are particularly excited or concerned about?**

---

More people work from home now due to the pandemic. How will possible permanent changes to office work affect demand for leased office space?

---

It'll be a lost cause

---

Increased traffic on 25th is a big concern if not mitigated by additional and substantial public transportation options

---

it seems apparent that we will be experiencing profound changes in the workplace and in our public habits. Office, and retail, uses need to be thoroughly rethought.

---

Again, the concern would be more tech bros and less industrial jobs.

---

Housing, beauty and tourism potential, environmental pluses

---

Job equity is the main concern here. Especially in the age of Covid-19, the types of office and institutional uses are being replaced by more virtual means while service jobs are still mainly in person. Therefore, the shift in job development is contrary to the overall trend shown by the pandemic. However, some of the pedestrian and public realm developments would allow more people to easily move throughout the area and make it feel like a more complete neighborhood.

---

It's better than the Enhanced Industrial scenario but I strongly favor a scenario with more housing.

---

I do not favor this scenario. I want Industrial zoning and uses east of Esco to be preserved. It is also part of a racial equity decision because blue collar jobs would be preserved or encouraged.

---

Same comments as for Enhanced Industrial

---

I don't think adequate assessment of jobs/housing mix has been done to enable evaluation of any of these options and the elimination of existing zoning and uses. Also, commercial establishments already struggle and there are vacancies within the existing neighborhood - has this been thoroughly analyzed?

---

This may be a more versatile scenario given the evolving economy. I remain concerned about traffic and the ability of freeway portals to handle it.

---

Traffic impacts will be huge and investment in streetcar would not serve the needs of employees.

---

I suspect that only very dense employment centers without parking would create demand for a streetcar or bus rapid transit service. I'm generally skeptical of using anything but funds from development for a streetcar. Without bus lanes and signal priority a BRT line through the area would be as useless and expensive as the Division "BRT" project.

---

Still weakens industrial protections.

---

Increased employment opportunities and businesses within easy walking/biking range of my home would be great

---



**Question #13: Does the Employment scenario create any benefits or burdens that you are particularly excited or concerned about?**

---

My only concern is creating an after hours desert where its basically vacant and unsafe for people. I think its a fine line to draw, and some taller buildings with residential on upper floors may be an answer

---

I think zoning should be form based, not use based and transportation and other types of infrastructure should be sized based upon the allowed form. I think this ultimately creates a more well balanced neighborhood rather than clusters of the same type of space which causes then need to travel to other areas for activities that take place throughout the day/week.

---

This is an improvement on Scenario 1, but it doesn't really make full use of the area.

## Question #14: Is there anything else you want to share about the Employment scenario?

Terrible idea. We need to preserve the industrial sanctuary and the unique jobs that are provided.

---

Red Fox Commons is a very nice office space that we very much appreciate in our neighborhood. However, it is having trouble renting as there is just not nearly as much demand for office space as industrial and creative. That isn't going to change even if another pandemic doesn't follow this one.

---

Apparently the Streetcar extension is a Done Deal but I really had no idea, and regard it as completely unnecessary. Further I hate to contemplate what traffic on 18th & 19th will become. You can get people out of their cars, but what about the rest of the traffic that enters and exits the neighborhood on these streets?

---

The site should be a Superfund before more people are allowed to work there.

---

The writer's white privilege leaps from the screen in this section! Systemic racism is evident when the word diversity was only used twice in one small section! [ *explicit language redacted* ]

---

See notes in Q7 for general concerns and questions that also apply to this scenario.

---

still wrapping my head around everything.... I always worry about unintended consequences of planning ....

---

No

---

Nothing to add

---

Portland has far greater needs (and should have clearer priorities) than spending millions on a streetcar that won't be used (except for a homeless camp) and more development that will languish. Get clear and execute on things we need - Clean up the trash all over this filthy city, help the homeless (note, help = free handouts), fix our dysfunctional governance.

---

I support the use of the open space at the end of the streetcar line.

---

The distinction between open office and creative office isn't well defined. All new offices are open plan. There is no justification for the city to say what type of company or activity can use an office space. The city can regulate externalities, such as traffic generated, but it is wrong for the city to try to favor one type of office use over another.

---

See above.

---

I worry about eliminating higher paying jobs requiring a variety of education levels for workers, e.g. manufacturing and light industrial jobs.

---

I agree with Roosevelt bridging the freeway, but take that all the way to the river as in Scenario 3.

---

No need to up zone this area to accommodate so much new development; the impacts are not being adequately evaluated.

---

## Question #14: Is there anything else you want to share about the Employment scenario?

---

The Esco site is massive and could easily support creation (restoration?) of a street grid and many large employment centers.

---

In each case the zoning along the street car must change to allow for flexibility of the use of each building. There a several smaller parcels that would lose their use if the zoning remained the same and the street car was built.

---

One question asked about height limits but offered no option for none or a height limit below seven stories.

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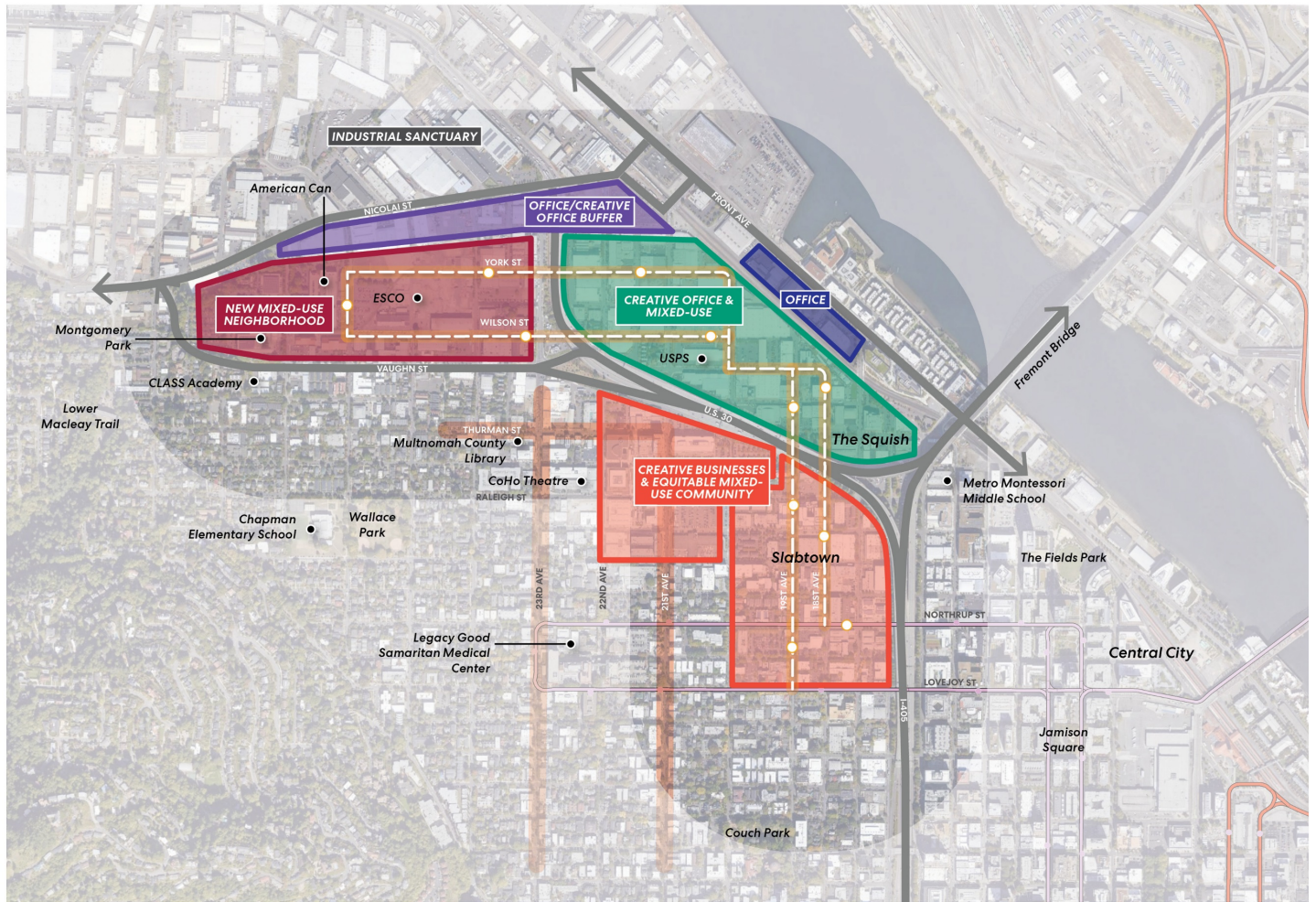
Active ground floor requirements are not market driven. As a result, the buildings that are subject to it often are dark (which is the opposite of the intent) at the ground floor or need to subsidize the enterprises that do take space in the form of lower rent which doesn't typically justify the cost of high density buildings which in turn is an impediment to promoting growth where infrastructure has been invested in. Commercial has been changing since 2007 and this pandemic is causing an acceleration of that. Soon we will need to determine what we can repurpose many of the ground floor spaces into because brick and mortar retail is largely dead.

---

There is no comment area in the Transportation section, so I'll put it here. Restricting traffic through Roosevelt is a very poor idea. I am the owner of part of Roosevelt on the South side, and most of Roosevelt on the North side of 23rd to 24th. I also own part of York St. between 23rd and 24th. All of Roosevelt on the north side is parking lots, carrying forward their use as parking lots since Esco's purchased the land in the 1960s. If you plan to have no cars on Roosevelt, you wipe out the only viable parking lot in the area (120 spaces) as well as much of the free on street parking for employees in that area. Additionally, with street cars on York and Wilson, people (who definitely still drive cars in rainy Oregon) will want to be able to drive on Roosevelt as an alternative. Also, to the extent you plan to widen Roosevelt, I'm not sure how you do that with several residences on Roosevelt.

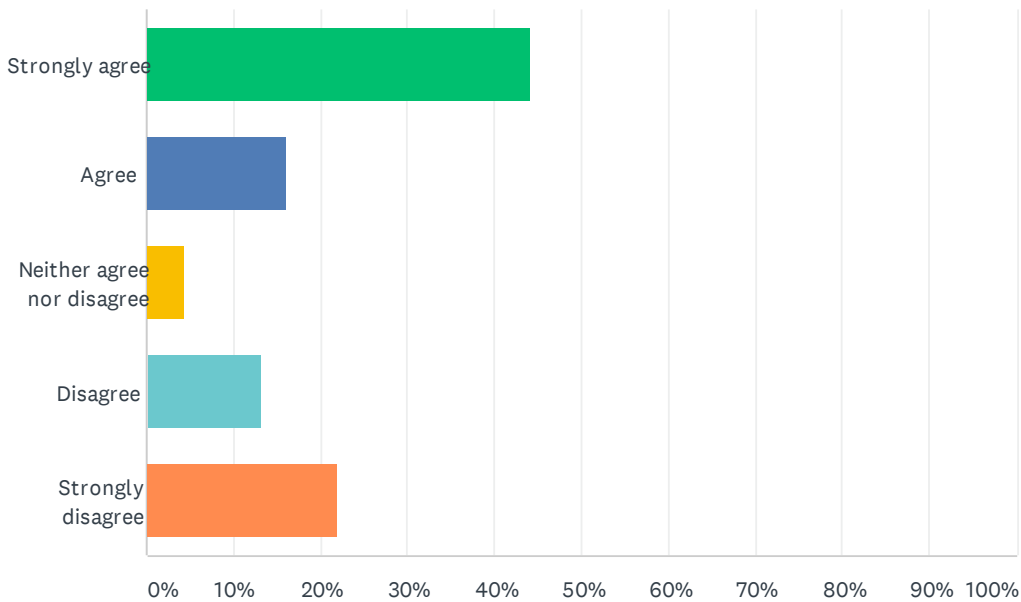
# PART 3:

# Mixed Use



**Q15 The Mixed Use scenario allows a broad range of residential, commercial and institutional uses, but may limit or have the effect of displacing industrial uses in new mixed use areas proposed south of NW Nicolai Street and east of the ESCO site. Do you agree with this approach?**

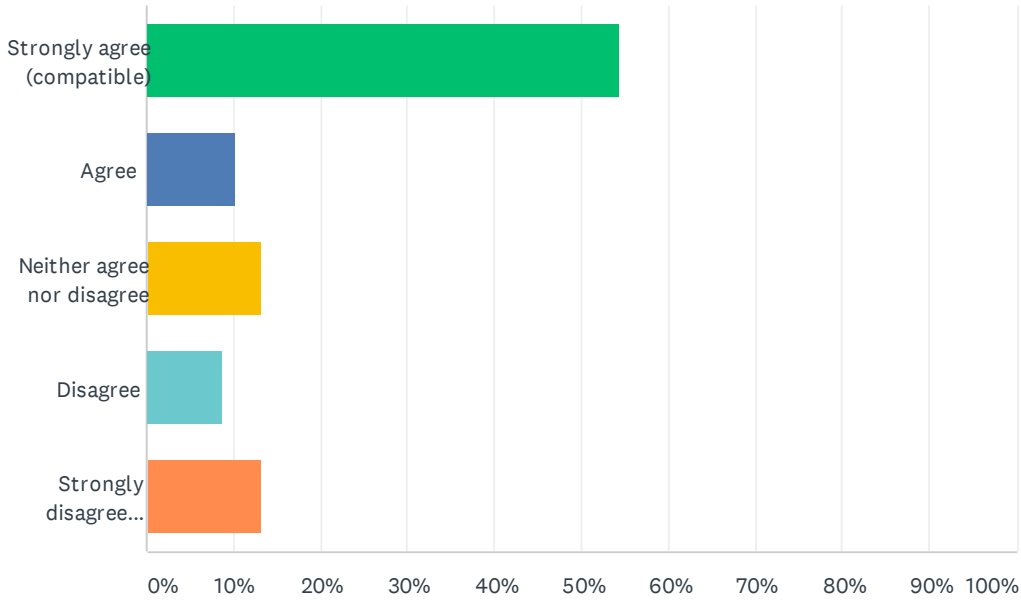
Answered: 68 Skipped: 1



ANSWER CHOICES	RESPONSES	
Strongly agree	44.12%	30
Agree	16.18%	11
Neither agree nor disagree	4.41%	3
Disagree	13.24%	9
Strongly disagree	22.06%	15
<b>TOTAL</b>		<b>68</b>

### Q16 Do you think a major transit investment (such as streetcar or bus rapid transit) could support and be compatible with the Mixed Use scenario land uses and development patterns?

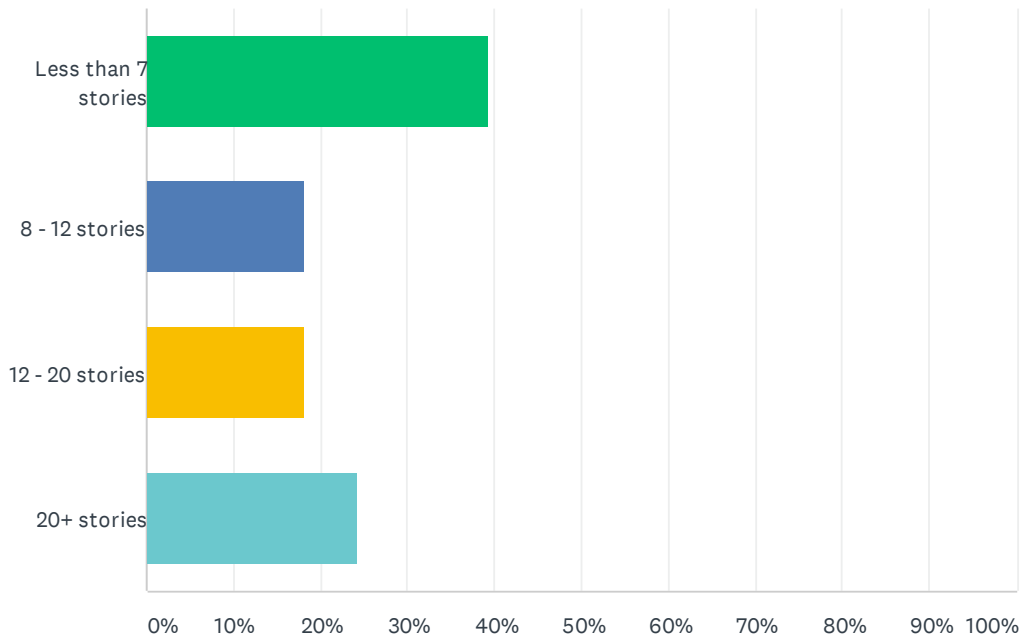
Answered: 68 Skipped: 1



ANSWER CHOICES	RESPONSES	
Strongly agree (compatible)	54.41%	37
Agree	10.29%	7
Neither agree nor disagree	13.24%	9
Disagree	8.82%	6
Strongly disagree (incompatible)	13.24%	9
<b>TOTAL</b>		<b>68</b>

### Q17 If land use designations (zoning) were changed to allow a greater variety of uses in the area, how tall should buildings be (maximum)?

Answered: 66 Skipped: 3

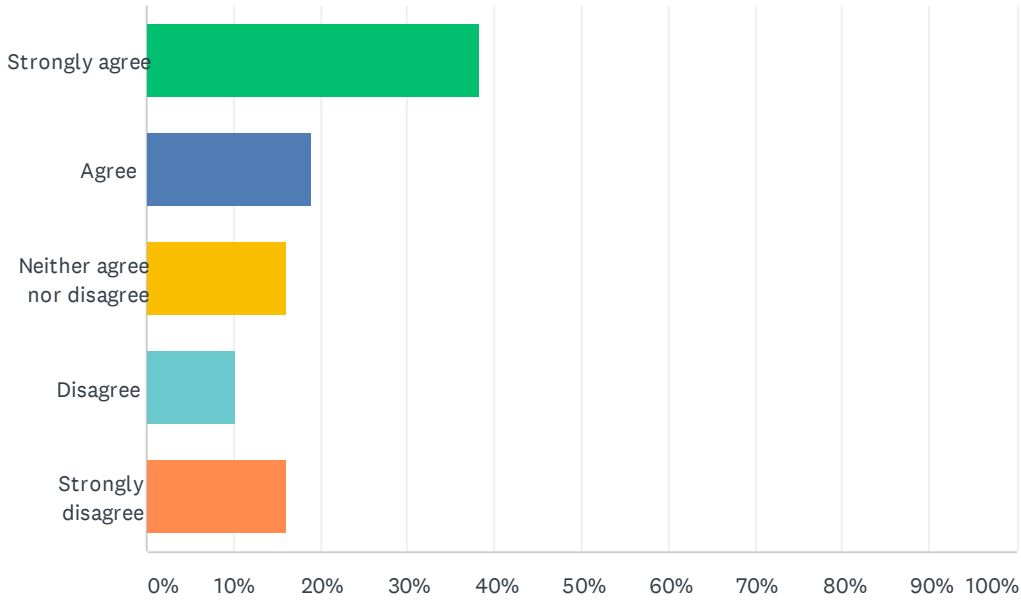


ANSWER CHOICES	RESPONSES	
Less than 7 stories	39.39%	26
8 - 12 stories	18.18%	12
12 - 20 stories	18.18%	12
20+ stories	24.24%	16
<b>TOTAL</b>		<b>66</b>



**Q18 Do you support the idea of smaller blocks within the ESCO site, broken up by pedestrian pathways (such as the pedestrian blocks in the Pearl District or on a college campus) to traverse the area?**

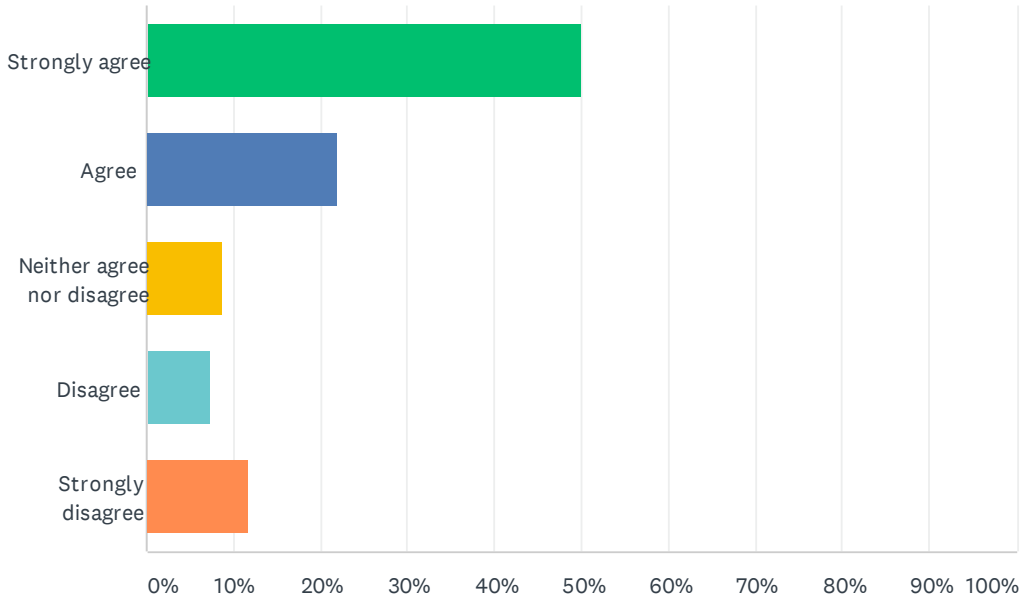
Answered: 68 Skipped: 1



ANSWER CHOICES	RESPONSES	
Strongly agree	38.24%	26
Agree	19.12%	13
Neither agree nor disagree	16.18%	11
Disagree	10.29%	7
Strongly disagree	16.18%	11
<b>TOTAL</b>		<b>68</b>

### Q19 Do you support pedestrian/bicycle bridges over Highway 30 and the railroad to give active transportation users a way to make difficult crossings away from vehicles and transit?

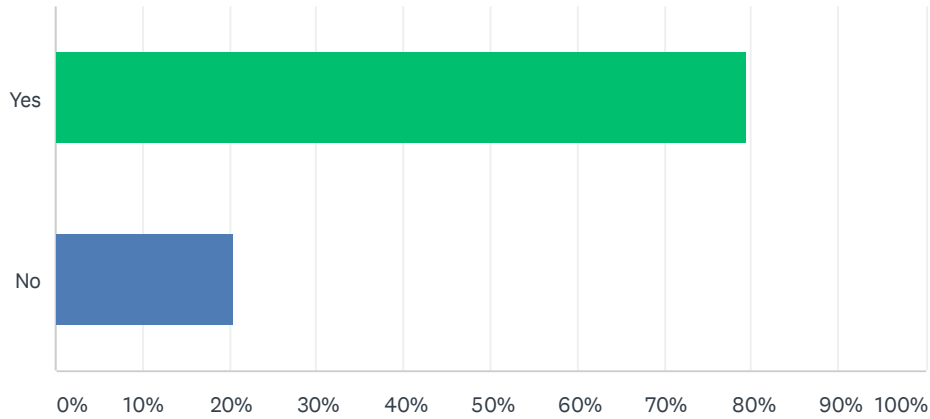
Answered: 68 Skipped: 1



ANSWER CHOICES	RESPONSES	
Strongly agree	50.00%	34
Agree	22.06%	15
Neither agree nor disagree	8.82%	6
Disagree	7.35%	5
Strongly disagree	11.76%	8
<b>TOTAL</b>		<b>68</b>

Q20 Do you support the proposal for active frontages near the new transit alignment in the Mixed Use scenario? By active use we refer to activities that bring more people or provide visual interest on the ground floor, such as a retail, commercial or maker space.

Answered: 68 Skipped: 1



ANSWER CHOICES	RESPONSES	
Yes	79.41%	54
No	20.59%	14
TOTAL		68

## Question #21: Does the Mixed Use scenario create any benefits or burdens that you are particularly excited or concerned about?

Thus totally destroys the industrial sanctuary and all the working class jobs. It is a sellout to elitism and ongoing racism and economic inequality. Portland does not need to sacrifice this industrial sanctuary for another Stabtown, Pearl or South Waterfront. Those are great places but we don't need this trade-off here.

---

The mixed use scenario also creates an intensity of development in the area and would undoubtedly place pressure on an already fragile existing regional roadway connectors and neighborhood connectors and with the higher demand for employees/residents to the area there would be impacts on existing housing/affordability, parks, schools, etc to the South. Without more information and analysis of what this area can absorb in terms of employment/housing/transportation, it's difficult to assess which scenario presents the greatest benefits to the greatest number of people and limits the burdens. Given the events of 2020 and the demand for change, we also need to expand our idea of diversity and inclusion to the planning process and development for this area. Very few people of color or socioeconomic diversity are represented in the conversations to date.

---

Same comment as Scenario 1, #7

---

Less than zero benefit. Portland has Pearl district, a Conway/Slabtown build-out, Montgomery Park expansion, the Southwest waterfront and whatever happens over the Burnside Bridge. Enough is Enough. Please, just don't do it. Please. If, for some reason you do it anyway, you need to have plenty of parking for the highly-paid car-owning people that will live there, large trees along every street, a very large park (classic Portland, not Pearl-district postage stamps), and a very large homeless rehab and housing center. If this area is overdeveloped as in this plan, these real amenities can and should be paid for by the developers of what is completely unnecessary and will negatively transform Portland.

---

With recent events and BLM in mind, a key to racial and economic equity, perhaps THE key, is desegregated public schools (affected schools would be Chapman elementary, West Sylvan Middle School and Lincoln High School.) There's an incredible opportunity here to build affordable and low-income FAMILY apartments (i.e. 3 + 4 bedroom) along with the services (=middle wage jobs!) needed to integrate newcomers successfully into this white area of giant homes. I doubt the City's ability to play tough with developers in order to build for the next century. All I've seen going up in inner Portland is small apartments for young people with good jobs and no kids. Our extensive transit system is ALREADY available for viable commutes of an hour or less from a central location such as the MP area to jobs throughout the region, but the housing isn't there for "middle-wage" and working class workers with families (except for those affordable apartment buildings isolated on the fringes of the Pearl, blocks away from retail.) The public comments from the March open house reflect my own vision of economic and cultural diversity. I'm a longtime renting resident of NW Portland. The boring, homogenous upper-middle class vibe of Pearl and Slabtown should not be extended, especially while districts in other parts of Portland are gentrifying and the poor are being forced further and further out.

---

Public green space (i.e. parks) in the area are already very well loved, so I am concerned that bringing in more residents to the area without providing more parkland will have a negative impact on existing facilities.

---

No

---

## Question #21: Does the Mixed Use scenario create any benefits or burdens that you are particularly excited or concerned about?

---

The Mixed Use scenario should only apply west of Hwy 30 covering the Esco and MP properties.

---

Impact on already over-burdened transportation system, displacement of good industrial jobs.

---

This is an in-your-face plan by ESCO and others to distract from the fact this is a possible Superfund site.

---

Provided not too much as to be unsustainable

---

seems to shift Industrial sanctuary to Nicolai.

---

This is a no-brainer. This is the best use of the district and a natural extension of an already vibrant, dense, compact, and thriving area (which by the way, is one of the few truly great mixed use districts IN THE COUNTRY). This has everything we need- more employment space and creative mixed use, more housing, more opportunities for social engagement, more parks, more pedestrian and bike scaled infrastructure (both ped blocks and a bridge over two disruptive pieces of transport infrastructure) and more activity centers. It also does the most for placemaking- people will want to be there and it will make the entire area more prosperous, inviting, and successful. We have a chance to build big- build dense, and support the community with additional community facilities and a place for people, not manufacturing machinery or half-empty offices.

---

Classism on full display with the oppressive language of "low-income" persons! [ *explicit language redacted* ]

---

I support the proposal to add new ROW in the large blocks to provide additional access and allow for incremental development. It is much easier for smaller developers to purchase property and develop new buildings at a much lower cost if the parcels are modular, instead of a large single block. When a developer can acquire or develop property in smaller chunks, the chance that a property will be developed is much higher. Only large corporations would be able to develop a superblock, and it is likely that would only happen in a few rare circumstances. I'd also like to recommend the new Reed Street be continued through to 26th Ave, as a full new street or as a pedestrian/bike pathway (similar to the north-south walkway between 21st and 22nd Ave in Slabtown, or like NW Irving St between NW 10th and 12th Ave or between NW 14th and 15th Ave). The new awkwardly shaped block between Reed and York should become a public park. Successful neighborhoods need public parks, and the area does not have enough currently nor as proposed in this alternative.

---

Benefits: Allows for more funds to be used for the public benefit. Burdens: Dramatic increase in traffic and congestion in the area.

---

still wrapping my head around all the details, and possible consequences, including unintended ones....

---

Another great neighborhood in NW Portland.

---

## Question #21: Does the Mixed Use scenario create any benefits or burdens that you are particularly excited or concerned about?

---

While I support bicycle and pedestrian development in NW, I don't support making access over highway 30 greater. That will encourage more transients and drug addicts to come from downtown to NW Portland. Such bridges are also very expensive to create. Increasing pedestrian and bicycle safety across the current bridges would be okay and reasonable cost. NW Portland is a gem, because it has its own residential family atmosphere that is urbane, but too much connection with the Pearl and Downtown will ruin this atmosphere and deteriorate a important aspect of the charm of Portland, which is its variety of neighborhoods. Don't try to make all of Portland some kind of Pearl District fantasy ideal. Diversity and historical uniqueness of the NW District attracts tourists and gives Portlanders and fun option when going out, depending on their mood.

---

The benefits to enhanced work spaces in that location could bring high paying jobs that portland is lacking (compared to Seattle and San Francisco). Housing has already increased dramatically in Conway/Slabtown.

---

I am very excited by the potential to introduce new housing and businesses to Portland on the former Esco site. I am deeply concerned about equity, and want the city to take a strong hand in guaranteeing affordable FAMILY housing for low-income families (the current trend of allowing developers to build cheap 300 sq foot apartments is a joke an an insult to the idea of equity, especially when existing housing is torn down and families are evicted to build these monstrosities).

---

No

---

Affordable housing is a must, more than 25% of new houses must be done like this

---

Mixed use zoning provides maximum flexibility in urban planning. Housing vs office space can be juggled depending on the pandemic recovery timeline.

---

Let's fix our city core first, it's an embarrassment. Portland is an embarrassment.

---

Huge benefits for pedestrians. I walk this area frequently now and it isn't pedestrian friendly at all.

---

Housing uses directly adjacent to Highway 30 are a particularly bad idea, why is this even being considered?

---

Housing shouldn't be the focus of this industrial area. Consideration should be given to local schools. Chapman is already overcrowded. Certainly it would be great of more affordable housing was built in NW Portland, but there may be some burdens associated with locating it in an industrial area that has high levels of air pollutants.

---

This is the best scenario. Fits Portland's brand, creative use, tourism, growth economy with sensitivities to the environment and human scale

---

Excited about pedestrian and bike care

---



## Question #21: Does the Mixed Use scenario create any benefits or burdens that you are particularly excited or concerned about?

---

The mixed use has the most potential to be problematic. This area is different than the Pearl district, and with this plan the area may start to look like an extension of it. This scenario would inhibit Portland's job diversity and limit industrial land. While some of the heavy industrial land pollutes the city and should be removed or altered, our city's economy still relies on industrial land and will seek to move it elsewhere. I'm concerned that it would do more harm than good to fully make this area mixed-use.

---

This solution is the correct solution. It maximize housing and growth. Portland needs more growth in close-in areas where efficient transportation and housing solutions can address people's needs. The alternative is growth in the suburbs, which is less environmentally friendly and reinforces the automobile. We need to meet our housing and climate goals with more close-in neighborhoods.

---

I do not favor this scenario. I want Industrial zoning and uses east of Esco to be preserved. It is also part of a racial equity decision because blue collar jobs would be preserved or encouraged.

---

Same comments as Enhanced Industrial

---

I don't think adequate assessment of jobs/housing mix has been done to enable evaluation of any of these options and the elimination of existing zoning and uses. Existing residential and commercial vacancy rates need to be assessed. Does residential development really belong so close to the existing industrial area? What about air quality and issues related to liquefaction in the event of a major earthquake?

---

Potential for affordable housing and affordable business leasing spaces

---

Safe pedestrian and bicycle crossings should be a high priority

---

I like the axis to the river and the flexible land use possibilities. The employment / residential ratio should be subject to some analysis not yet provided. It's important especially in this scenario that land uses be integrated and transitioned with existing and emerging development to the south.

---

Traffic will be so immense that the neighborhood to the south will be overwhelmed with cut-through traffic. Streetcar is totally inadequate to mitigate the traffic.

---

i like the idea of expanding residential northward - it's a close-in neighborhood that should include a variety of uses. my only concern, and maybe i've misunerstood, is that it doesn't allow for institutional uses. i'd prefer to see some limited institutional use.

---

I think the mix of use in the area will benefit the local economy and residents the most. There is also a great opportunity to create more connections from the NW across Front Ave. to the waterfront.

---

Creates the most extreme threat to industrial activity, drives up land values and would lead to another tony neighborhood a la Pearl and Slabtown.

---

Portland desperately needs more affordable residential, especially rentals. Displacing existing industrial areas with affordable housing sounds like an excellent idea to me.

---

Cover Hwy 30 completely from Vaughn to Nicolai, not just a bridge over Roosevelt.

---

## **Question #21: Does the Mixed Use scenario create any benefits or burdens that you are particularly excited or concerned about?**

---

Mixed Use creates greater flexibility and allows greater employment density than industrial uses. As a result, more ridership of the StreetCar.

---

Should also consider connection to Lower Macleay trailhead (Forest Park) in this study. How would one physically connect to this amazing resource from an end of line station? Seems like the desire line runs through far west edge of MP property, is there a crossing or bridge there that should be looked at to enhance pedestrian or bike connections? Feels like a very positive step towards more equitable Park access.

---

This area holds incredible opportunities for the City of Portland, both in terms of healthy growth, vitality in the city and increased tax revenues. With increased density in potentially high value building, it will improve Portland's financial viability while also easing the housing shortage in Portland. The redevelopment of the Montgomery Park area, along with the former Esco site and the surrounding area offers a development within the City of Portland that holds incredible promise.

## Question #22: Is there anything else you want to share about the Mixed Use scenario?

Terrible and totally unjust concept. A sellout for money. Another form of gentrification.

---

New development and affordable housing are not likely to ever happen in Portland. There is no trust in these promises as none have yet to play out. Always look to implement low income housing (with parking so people can safely get to jobs and take care of infants to elders. Better yet, do something that creates jobs so less people are in need. Please keep the industrial district a place for industry and add to the diversity of business opportunities for Portland instead of concrete and glass condos.

---

It seems like the proposed Streetcar extension on this side of the river is visualized as some kind of Disneyland attraction to get people to sign leases and mortgages. No: build housing, create opportunities for local small business, and forget about the Streetcar to MP for at least ten years (or maybe forever.) Buses are more flexible. Service and stops can be added when and where needed as residents move in. Buses can provide longer rides with fewer transfers to employment. When it comes to Streetcar vs. affordable housing, I have no idea of proportional expense, but every day while they were laying the rails and every time a streetcar went by, I'd be thinking about each family waiting for a place to live.

---

There are no community gardens in the area, and this could be an opportunity to provide growing space to new and existing apartment dwellers

---

I am concerned about the lack of specificity regarding low income housing.

---

Clean up the hazardous waste on this site.

---

No where in the plans are headquarters and zero-dollar housing for members of Antifa! Peaceful protesters can't be expected to loot and burn while holding down an oppressive job!

---

See notes from Q7.

---

see 21. above

---

Respect what residents and owners of homes in this area think. Thanks.

---

Best of the bunch, forward looking for the city. I strongly support streetcar in all situations.

---

No

---

See above.

---

There are so many vacant businesses in this area. It's time for the city to wake up to the fact that industrial businesses are no longer viable.

---

what would be the corresponding public benefit to the private windfall that this scenario, and really all the scenarios, would create?

---

This is the only approach of the three that makes sense to me and speaks to my perception of needs in Portland generally and the neighborhood in particular.

---

## Question #22: Is there anything else you want to share about the Mixed Use scenario?

---

I think that while the zoning should be different, the pedestrian improvements for this zone are the most beneficial and will help with this area's connectivity. Especially if the Portland Diamond Project pans out, there will need to be some transit and pedestrian connections to the stadium, and the streetcar might provide that.

---

The pedestrian/bicycle bridges over the railroad are not critical. They are nice to have but there is not so much on the other side of the railroad that this scenario should depend on getting those bridges built. The logic of this scenario stands even without those bridges.

---

See above.

---

I think this survey is poorly constructed with forced choices and lack of real choices and weigh pros and cons fairly.

---

Do we lose too many family wage jobs? This needs to be assessed with a wide look at industrial land supply and the ability to clean up superfund sites. Also, I think the Line 5 bus route really needs to be promoted and enhanced, as it will be a primary transit link - maybe more so than a would-be streetcar.

---

No market for this level of rezoning. This is a greed grab, our and simple. Property owners should live with the zoning as is and keep good jobs in the area.

---

this is my favorite scenario.

---

This is the far superior choice.

---

In each case the zoning along the street car must change to allow for flexibility of the use of each building. There a several smaller parcels that would lose their use if the zoning remained the same and the street car was built.

---

It's driven by goals of real estate speculators, not the transportation, livability and affordability goals of the wider neighborhood.

---

Anything that brings additional pedestrian areas to the city is fantastic. Cities should be built for people, not cars.

---

The connection of the streetcar from north/south 18/19 to the east/west York/Wilson -- you need to get the land to diagonally connect 19 to Wilson and 18 to York. The current plan that has both lines connect via Vaughn and 20 is going to be a nightmare of scheduling and tight 90' turning angles.

---

Active ground floor requirements are economically prohibitive to growth based upon the dying demand for commercial space on the ground floor. The use for all portions of a building should be market driven which in turn causes a more vibrant and mixed use neighborhood instead of clusters of the same use and dark retail spaces.

---

A transit investment such as a streetcar is most compatible with a Mixed Use scenario.

---

## **Question #22: Is there anything else you want to share about the Mixed Use scenario?**

---

Seems the assumed pedestrian connection through the American Can building could go away if that becomes a single larger office building. Should instead bring an end of line station up Wilson closer to MP building to best work with that project's redevelopment epicenter. Wilson street has greater potential for main street feel here anyways. Really applies to all scenarios.

---

Again, if the intent is cutting off traffic on Roosevelt, I do not believe that is a good idea as parking for this area of town only exists in one place right now and it is on Roosevelt between NW 23rd and 24th. If public transit is installed as proposed here, people will want to drive to that lot to get the public transit on York St. or Wilson (both one block away), it would make no sense to cut off access to that parking lot. People already park in that lot and on NW Roosevelt who work in the area. As that area expands, parking will become even more necessary and it would make no sense to cut off the only public parking lot in the area from cars.

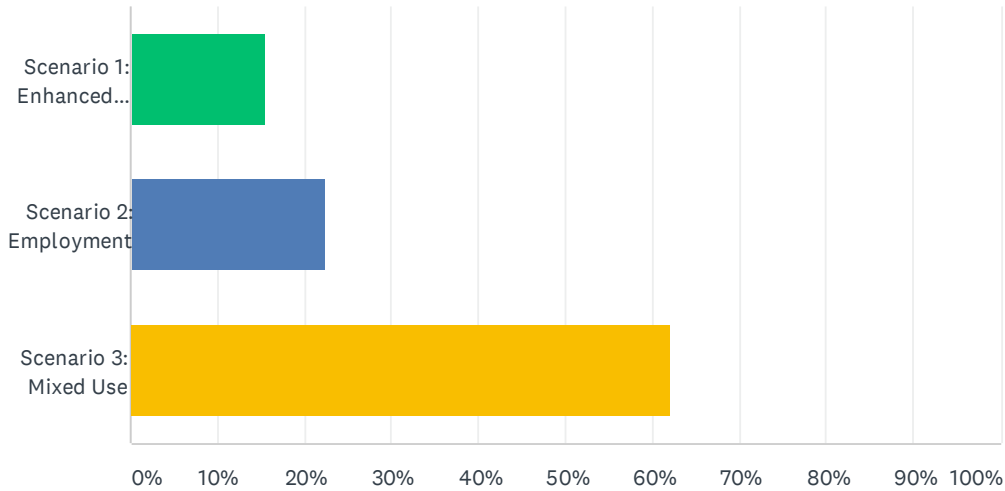
**PART 4:**

Comparing the  
Different Scenarios



Q23 Which scenario do you think will most help the City make progress toward Comprehensive Plan and Climate Action Plan goals for improving economic prosperity, human and economic health, equity and resilience, and for reducing carbon emissions?

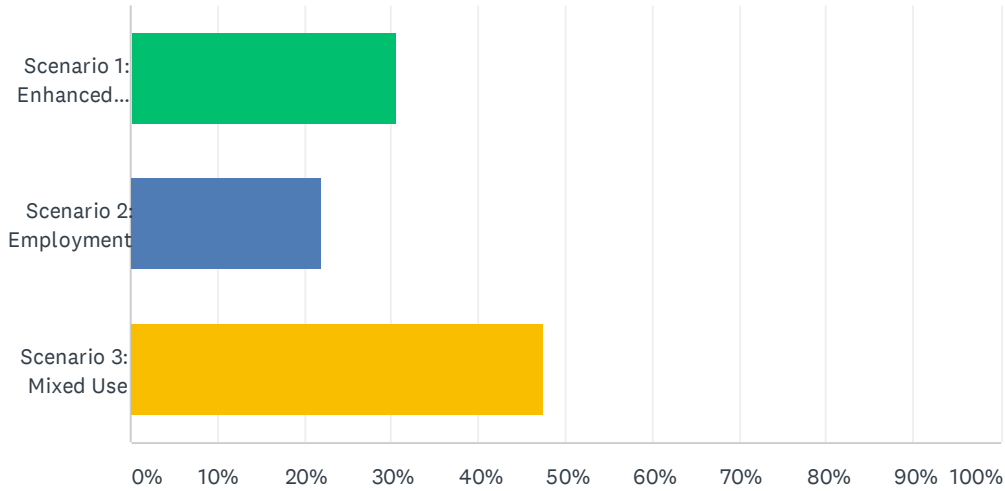
Answered: 58 Skipped: 11



ANSWER CHOICES	RESPONSES
Scenario 1: Enhanced Industrial	15.52% 9
Scenario 2: Employment	22.41% 13
Scenario 3: Mixed Use	62.07% 36
TOTAL	58

## Q24 Which scenario do you think can best contribute to economic prosperity through creation of jobs, small business or micro enterprise opportunity, or protection of existing economies?

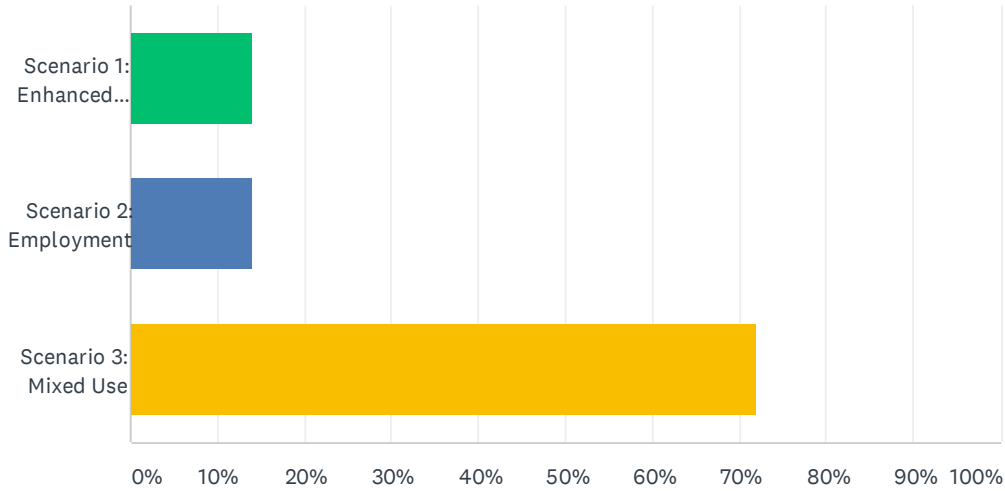
Answered: 59 Skipped: 10



ANSWER CHOICES	RESPONSES	
Scenario 1: Enhanced Industrial	30.51%	18
Scenario 2: Employment	22.03%	13
Scenario 3: Mixed Use	47.46%	28
TOTAL		59

### Q25 Which scenario do you think creates a district that could support a transit investment and improve access to affordable housing, middle-wage jobs, nature and recreation?

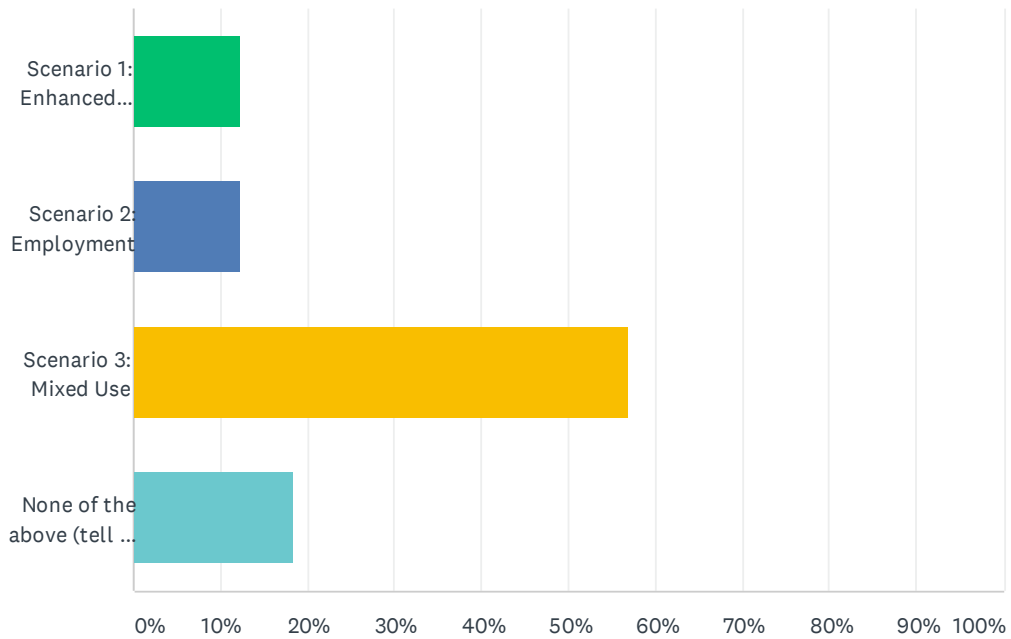
Answered: 57 Skipped: 12



ANSWER CHOICES	RESPONSES	
Scenario 1: Enhanced Industrial	14.04%	8
Scenario 2: Employment	14.04%	8
Scenario 3: Mixed Use	71.93%	41
TOTAL		57

## Q26 Which scenario best matches your preferred vision for future development of this area?

Answered: 65 Skipped: 4



ANSWER CHOICES	RESPONSES	
Scenario 1: Enhanced Industrial	12.31%	8
Scenario 2: Employment	12.31%	8
Scenario 3: Mixed Use	56.92%	37
None of the above (tell us your ideas below)	18.46%	12
<b>TOTAL</b>		<b>65</b>

## Q26: Open Ended Responses

Retain the industrial sanctuary. The believing these concepts will do anything to address racial and economic inequalities. These will only make it worse.

---

Except for the transit investment part. (Wait a minute: transit is supposed to support the result of development, not vice-versa!)

---

Enhanced Industrial east of Hwy 30. Mixed Use west of Hwy 30

---

Clean up the toxic chemicals in the soil before any planning is done.

---

Forced employment is SLAVERY! The only equitable solution is free housing with great wi-fi and free-trade vegan cafes

---

Without understanding public need/demand and how all of this interacts with the surrounding area and Portland as a whole, it is artificial to select any one plan or even a combination of criteria.

---

Leave it to develop on a piece meal basis without influence from planning dept.

---

it would need to be based on a more incisive reading of the existing conditions, and less than a wholesale change of existing zoning that would be needed to support streetcar.

---

I think that you should combine the zoning of the enhanced industrial was combined with the pedestrian improvements of the mixed-use zone.

---

Enhanced Industrial preferred IF Streetcar route is changed as I described earlier.

---

Leave it alone, spend the time and money on homelessness

---

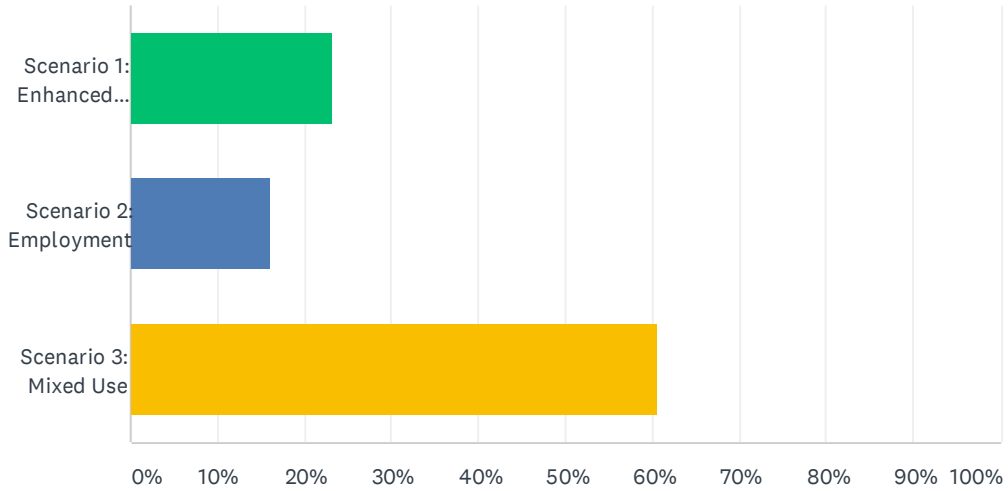
More analysis needs to be done on the jobs/housing mix and loss of industrial land. Why not keep the existing zoning but improve amenities and access to enable it to perform better?

---

Leave the zoning as is and create a viable light industrial area that retains living wage jobs and creates new ones. We have no need for more commercial development of any kind and there is already adequate land zoned for residential uses.

### Q27 Which scenario do you think has the most opportunity to advance equitable outcomes through different development types/land uses, or a potential community benefits agreement?

Answered: 56 Skipped: 13



ANSWER CHOICES	RESPONSES	
Scenario 1: Enhanced Industrial	23.21%	13
Scenario 2: Employment	16.07%	9
Scenario 3: Mixed Use	60.71%	34
TOTAL		56

## Q28: Is there anything else about the three NW scenarios that you'd like to tell us?

Stop this land owner and developer land and money grab. Portland needs true industrial lands. These support real jobs especially for the working class. The three proposals really support white collar workers.

---

I don't think it is possible to compare the various scenarios without more information on the impacts of each to the surrounding areas to the North and South --- or some indication of the numbers of jobs, housing, car trips etc that would be generated by each. Similarly, the conversation should not be about Streetcar specifically but about all modes of transportation. Per Dan, Streetcar would serve a very small fraction of trips to/from this area. We need to be thinking outside the box, about more flexible means of transportation especially in these changing times, Covid, earthquakes etc. That said, there is a lot of potential to development in this area but it needs to be in the public's best interest, however that is defined and who is included/excluded, and not what is best for a few property owners.

---

Just the same plea to not leave existing neighborhoods in the lurch as decisions are made about new areas. I would have been happier with discussion about making 23rd Avenue a pedestrian only zone that can expand its appeal as a business/dining destination and maybe running the streetcar down 23rd to allow easy access from parking garages on the perimeter of the business area. I see moving the streetcar as abandoning the existing in favor of fostering development. I not opposed to development. I just hate to see the existing streetcar route - around which many existing businesses have established themselves - sacrificed.

---

We really need jobs much more than we need more housing that is highly unlikely to be affordable (especially as income levels define what is affordable). The focus on jobs of the Enhanced Industrial plan, and the transportation that will serve it can bring many people to the nearby area for enjoying the parks, tree-lined streets, and dining or shopping -- as is already the case thanks to the 15 and 77 bus lines. Before ESCO closed and the demolition began we regularly walked in the area. Please help to have that in the future by taking advantage of this great opportunity for Portland's future.

---

Trees and attractive design, secondary only to transit and bicycle safety enhancements, will be key to help make these areas appealing for foot and bicycle traffic.

---

Because I favor Industrial east of Hwy 30 and Mixed Use west of Hwy 30, Streetcar should not run on 18th and 19th. It should run north on 21st to serve Conway, turn west on Thurman, and then go north on 23rd. From MP it should return to 23rd and go south to the existing track on Lovejoy.

---

NW is the only quadrant in the city with no community center. We need one. Also, Chapman elementary has been overcrowded for years (resulting in many parents who can afford to moving their kids to private school). Space for an additional elementary or middle school should be included in these plans, **\*\*especially\*\*** if mixed use is pursued.

---

Remember - the toxic chemicals spewed into the air by ESCO made all the air within a 9 mile radius of ESCO hazardous to health - especially of children and seniors. Only through the diligence and perseverance of Sharon Genasci and the Northwest District Association were the effects of the pollution made public. The ground around ESCO is toxic. Full Stop.

---

FREE!

---



## Q28: Is there anything else about the three NW scenarios that you'd like to tell us?

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Q23: This question is so complex and broad, and it boils competing items (prosperity, equity, and reduction of carbon emissions) down to three individually complex options. There is no way that any answer to this question will be useful. Q24 & 25: The same level of complexity and lack of useful answers apply to these questions.

---

Jobs are, in my opinion, the key!!! With fairly paid work, people can feed, clothe, and shelter themselves!

---

The city absolutely must take affordable housing seriously, otherwise this becomes another Pearl district, a racially and economically segregated core city neighborhood.

---

Corona has changed the world, do we even need more office space in the Portland Area

---

We need to fix our current city core and dysfunction before we waste more resources.

---

None, they all involve of zoning and some form of gentrification which would seem to be contradictory to any "equity" objectives

---

I find it disappointing that the city is even doing this planning. From an equity and racial justice standpoint, this part of Portland should not be a priority. There is definitely an appearance of this being driven by well connected white developers and property owners. I would hope that staff will shine a light on how this does and doesn't meet the equity intentions of the city. Thank you for the opportunity to comment.

---

Zero height limits and emphasis on ground level activity means success in an area like this. Buildings are unlikely to be outrageously tall, but are more likely to focus on ground level activity in a case like this.

---

In addition to being an advocate of more housing for our city, I'm an industrial property owner in this area. As the owner of an industrial site, my main concern is that the city's exactions from property owners in the form of community benefits will not be well calibrated and will cause two harms. First, they will be too high and impede new development that would occur around the new transit investments. Prosper Portland's failure to reach a deal for Centennial Mills and the inability to close a deal for the redevelopment of the Broadway Corridor are good examples of this risk. Second, it would be grossly unfair to force existing industrial businesses to pay for an LID or other community benefits if the industrial use doesn't benefit from the investments. For instance, an industrial business is harmed by a street car that impedes its operations. It is adding insult to injury to charge that business for the transit investment if that business would only benefit on the redevelopment of its parcel, which may not occur for years. I know that many of the industrial businesses in this area will oppose and LID or other cost imposition for public investments from which they do not benefit. It would be preferable to attached extra community benefits to redevelopments in the area and not to existing operating industrial sites. In my instance, I'm in favor of the area transitioning to a mixed-use neighborhood and I understand that inclusionary housing and other requirements will be tied to a redevelopment of my site, but I don't want to pay for an LID for a street car if the street car benefits those new uses and not the remaining life of my industrial use. The big fees should be tied to the redevelopments not existing businesses that will eventually leave the neighborhood due to the transition to mixed-use. Finally, it is far more pressing that housing and office be close-in than industrial land be close-in. Housing and office generate far more trips and have greater positive benefits from being close to other similar uses. It is the correct climate solution to make this neighborhood mixed-use and let the industrial activity move to the periphery.

---

## Q28: Is there anything else about the three NW scenarios that you'd like to tell us?

---

'None of the above' needs to be a consistent choice for a fair survey.

---

None of these scenarios serve our neighborhood. The traffic impacts are unknown at this time (at least by me) and I can't contemplate scenarios without knowing the impacts. Find a scenario that reduces cut through traffic into NW Portland (south of Vaughn) or leave as it is. This area has been rezoned twice in the last 12 years and always with more intensive uses allowed. When is enough, enough. The is particularly true with the huge amount of development that can be accommodated at Montgomery Park, which the developer has said is planning on uses with a regional draw.

---

i'm looking forward to this happening.

---

They are worded to encourage Scenario 3 responses. Question 25 specified only affordable housing (a very popular goal) instead of housing in general or market-rate housing (likely very expensive), which is much less popular with the public.

---

Need to better understand connections to Forest Park & what will make best use of intended redevelopment plans at Montgomery Park.

---

Again, I think Scenario 3 creates an incredible opportunity for both the City of Portland and its residents.

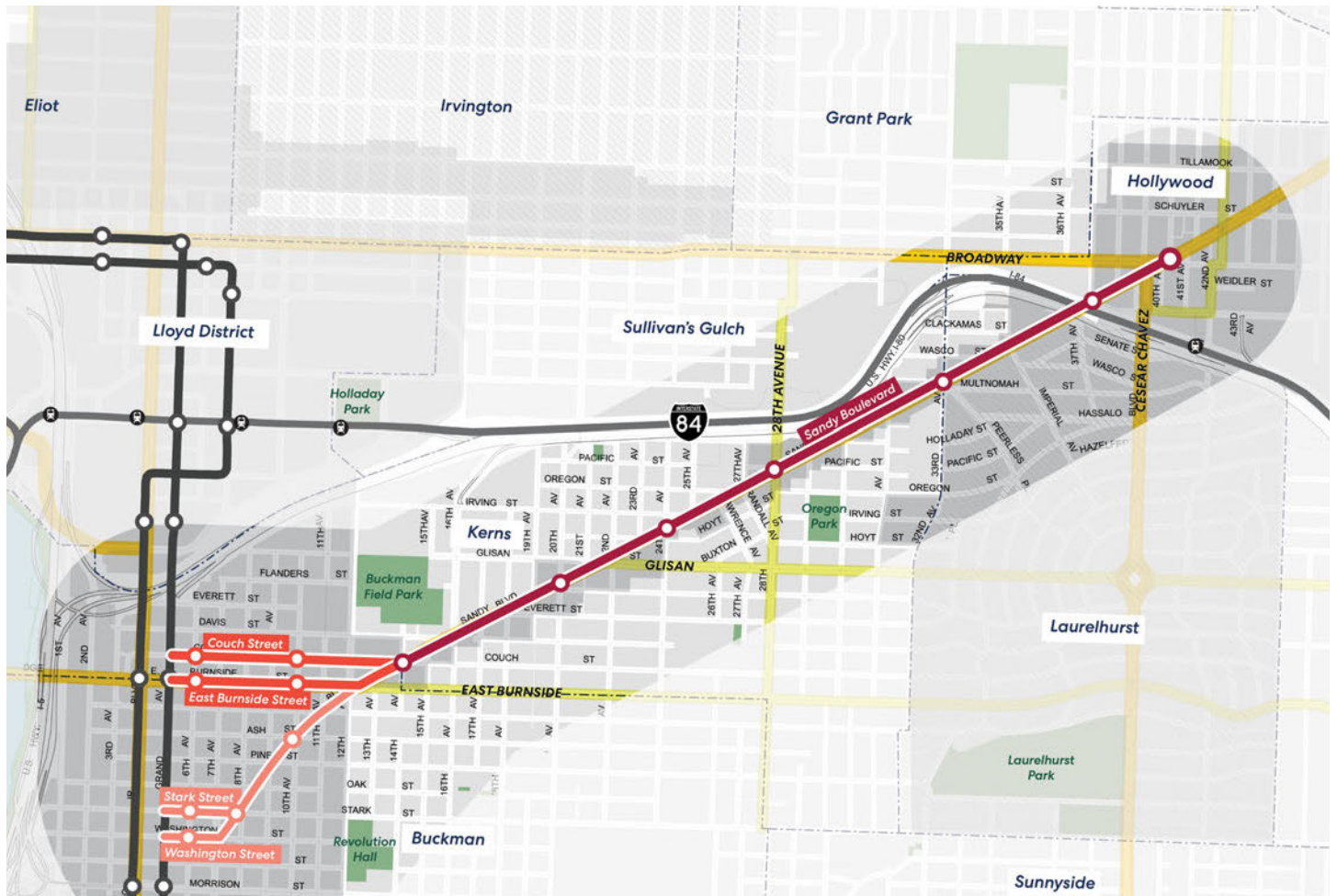
# **Montgomery Park to Hollywood Study (MP2H)**

# **Northeast Portland Urban Design Concepts**

**Survey Data Export - September 2020**

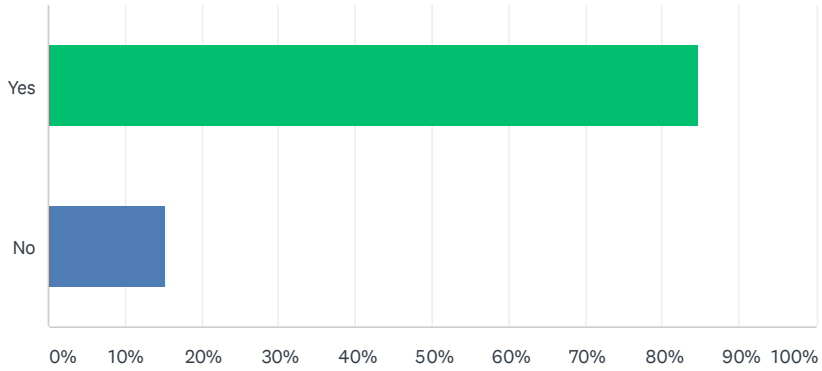
# PART 1:

# NE Sandy Blvd



### Q1 Do you think the current land uses, e.g. the businesses, housing, and commercial attractions on the Sandy alignment would support or benefit from a streetcar line?

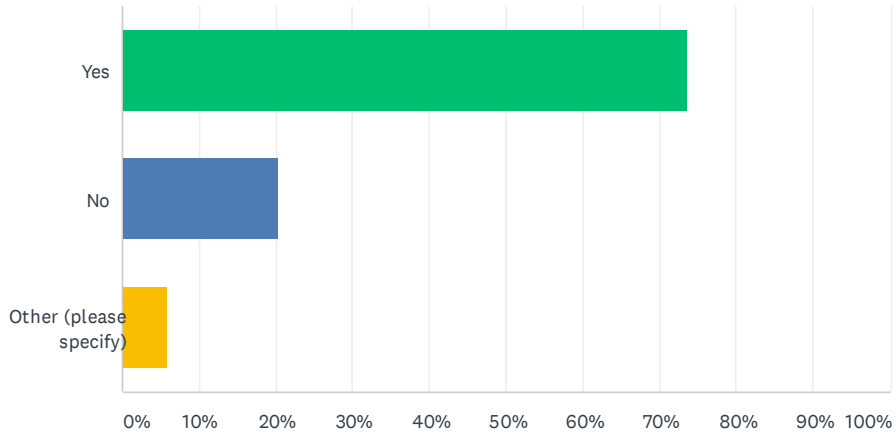
Answered: 118 Skipped: 3



ANSWER CHOICES	RESPONSES	
Yes	84.75%	100
No	15.25%	18
TOTAL		118

**Q2 Would you support future zoning changes, including in the areas labeled “Review Comprehensive Plan Designation/Existing Zoning” and outlined in bolded dashed lines, to allow for more intense transit-supportive development of the area near the alignment?**

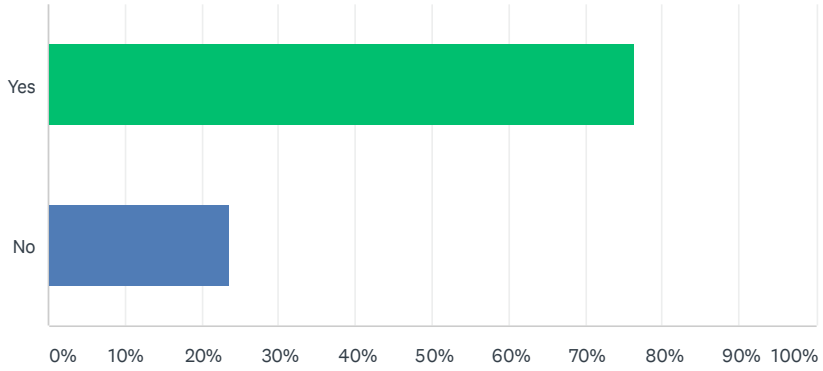
Answered: 118 Skipped: 3



ANSWER CHOICES	RESPONSES	
Yes	73.73%	87
No	20.34%	24
Other (please specify)	5.93%	7
<b>TOTAL</b>		<b>118</b>

### Q3 Would a streetcar support or improve the transportation network in this area?

Answered: 118 Skipped: 3



ANSWER CHOICES	RESPONSES	
Yes	76.27%	90
No	23.73%	28
<b>TOTAL</b>		<b>118</b>



## Q4 Do you anticipate transportation opportunities, problems or issues with this alignment?

Answered: 78 Skipped: 43

I anticipate traffic problems because Sandy is a high-volume street that passes through a lot of neighborhood homes.

The #12 is an efficient bus through this corridor between downtown and further east Portland. Streetcar is less efficient for these distances, unless the speed and frequency is built up.

no

Issues

Couch and Burnside congested already with previous realignments that make this more difficult. Stark and Washington alignment makes more sense and less less congested alignment

Concern that Northeast Community Center (serves all-ages), located at 38th & Broadway, would be cut off from walking and biking access.

Difficulty crossing the street

fewer cars and trucks expense and initial public acceptance

Sandy Blvd is a major auto route from NE 82nd east. Clearly this route would have major impact

dk

I think it would slow traffic on Sandy for commuters heading further out in the East side.

No

Opportunities

Cost to whom? Tax payers-home owners? Most improvements in Portland are "billed" to home owners

No

The network of roads around central Hollywood and the Max/Bus Transit Center, especially where Sandy and Broadway intersect, is quite convoluted. Would the streetcar simply follow the Sandy busline?

O

A few during bad weather.

No

---

I don't understand why a streetcar is being proposed for this. There is already decent traffic congestion in this area and creating a streetcar line is a very expensive undertaking that would lead to further congestion. And the amount of time the streetcar takes to get from place to place would be a disincentive for use. To improve public transportation to this area, create a bus express lane and/or increase the number and frequency of bus options.

---

Problems: there is no space, waste of money, streetcars are obsolete. Fix issues with existing ones before adding more.

---

Major traffic problems with the amount of cars that use Sandy Blvd as a commuting line daily, including large freight trucks and people from WA

---

There's not enough street car usage to warrant taking away from cars given the highly congested space that already exists. The city created the problem by not requiring parking when they got from a residential lot to a giant multiuse building. Stop being dumb.

---

Yes. Four full service travel lanes and on-street parking need to remain on Sandy. Adding slowmo streetcar service obstructing traffic when boarding passengers, and/or removing lanes will only create more congestion. Removing on-street parking will have a negative impact on small businesses and surrounding residential neighborhoods. A district plan that requires adequate parking with any new development needs to be implemented on Sandy.

---

This alignment, while in a dense urban environment, seems inefficient due to the "dead end" at the streetcar line. I know that streetcars are capable of taking very sharp turns, but it seems to be an awkward area to tie the line into. I think it represents less of an opportunity for mode shift as well. I agree that the land use is supportive of a transit investment like streetcar and would be satisfied if this was the alignment, but I think the Broadway alignment is better.

---

Yes, slow down along Sandy but this is a good idea. If it is built will they come?

---

Just please make sure you include protected bike lanes.

---

yes

---

Mostly opportunities

---

Harder to tie in to streetcar route

---

Frankly, I wish the MAX had been put on Sandy a long time ago, but I fail to see how the streetcar will be a significant improvement in transit service over the current bus service. I am worried (in ALL alignments) that the construction of tracks in the street will prevent future bicycle infrastructure or road diets to occur.

---

Transportation opportunities, yes. I am not knowledgeable enough to comment on the other 2.

---

The streetcar will marginally increase access to Hollywood. This route will impact commercial (delivery truck) travel on Sandy.

---

The residential areas in Laurelhurst directly south of the alignment would be majorly impacted by additional noise, vibrations from the trains, and the potential for property value impacts.

---

I support this plan, but would like to see much more done in the future to address the lack of transit options that carry passengers north-south without having to be routed through downtown or otherwise forcing passengers to travel several miles out of their way. This lack of accessibility and usability is the main hindrance forcing me to find other modes of transit, primarily my personal vehicle. I don't want to drive, but when it takes half the time—even in traffic—to drive versus using public transit, sadly the choice is made for me.

I've heard talk of a bike lane on Sandy which I'm very much in favor of. I'd be curious what the lane configuration of Sandy would be at the end of the project in this alignment.

Would like improved bicycle travel in this area/on Sandy. How would this be impacted by a streetcar?

Why does it have to go to the Hollywood theater area? That is a dense area already and would likely reduce traffic to one lane east and west direction.

no

No

Streetcar schedules not being frequent enough will likely reduce ridership. Suggest high frequency.

Frequent, fast Bus service, bike corridors, and safe connections to MAX are more equitable and efficient transportation opportunities than underutilized, high-cost street car lines.

Problems. Sandy is congested at various hours and this would either increase that congestion or cause it to spill over to Broadway/Weidler, impacting nearby residential neighborhood.

no ne portland needs so much more transportation growth

Traffic delays on major car corridor

Good opportunity for connection between areas with restaurants and shopping.

One of my concerns is the amount of time allotted to lay tracks that would cross Sandy at 37th. The 37th Street on ramp to I-84 west is always backed up during peak hours. Another concern is with the possible "turn around" in the area of Trader Joe's. Part of that turn around, is on both Halsey St and 42nd Ave. The 43rd St exit off of I-84 west bound is the first exit option off the freeway for roughly 5 miles. This exit is also one of the primary ones for emergency vehicles. The intersection of 42nd & Halsey is dicey at the best of times. I think it would be very important to do extensive traffic impact studies on the intersections on Halsey at both 42nd & 43rd. TriMet is also in the process of developing the transit center in partnership with Bridge Housing. that will also have an impact on the MP2H project.

More difficulty getting downtown. Longer commute times

Sandy always felt like an unnecessarily broad street, with space for streetcar infrastructure, but installing a streetcar seems like more work than it's worth. Why not just increase bus frequency? Or designate bus-only (or bus-priority) lanes, instead of blocking off a whole portion of the street that only a streetcar can travel on every twenty minutes?

The area near NE 12 and Couch/E Burnside will be complicated to connect into.

---

Building the infrastructure would be detrimental to the aesthetic nature existing today. This would not be of long lasting value given our society's penchant for tearing down structures after relatively few year of service. You could try it out with diesel buses or just use diesel buses if you are determined on the street car concept.

---

Please don't implement a system that would make the existing transportation structure harder to use. If a street car could be introduced in a way that did not create more congestion, make car traffic stop more frequently, etc., it could be of benefit.

---

No

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i84 would be more congested with traffic that uses Sandy

---

Difficult to imagine how the streetcar would navigate the Hollywood area. How would it turn around?

---

Possible affect on existing bus lines and hoped for MAX station at 28th.

---

Sandy has been a traffic corridor in need of more thoughtful development

---

Duplication of 12 FS bus. Shared stops as on Grand Avenue? Dedicated transit lane and reduced GP lanes to one in each direction?

---

Complaints about not being cat friendly which are not relevant

---

Streetcar would duplicate existing bus service so don't believe it "supports or improves the transportation network" in the area.

---

I think streetcar development here would hopefully increase public transit ridership, foot traffic, and cycling traffic, while simultaneously reducing car traffic. That to me seems like a huge opportunity to benefit the people of Portland, and prioritizes people over cars.

---

Sandy is already served with a frequent bus, so design details of how the bus and duplicative service from a streetcar will interact will be critical for this alignment. Furthermore, Sandy is an ideal under built bikeway from NE to SE Portland. It is difficult for me to see vehicular traffic, buses, street cars, bicycles, and parking existing simultaneously. I'd lean towards removing the center turn lanes and parking and using that space to create sidewalk-level bike lanes for this section with two lanes of bi-directional traffic one of which will be used by the streetcar in each direction.

---

This is the best of the three options...lots of commercial and residential developmental opportunities along the corridor!

---

Please be sure to maintain (or increase) bike parking when developing the plan for the streetcar line. Is there a way to also include a separated-from-car-traffic bike lane on Sandy when the streetcar plan is developed?

---

Of course- there are always problems. Limiting the number of stops so the streetcar isn't too slow would help.

---

The 12 bus is already frequent service along this route, so I see a streetcar as having marginal transportation benefit

---

The bus is faster, although this would make a nice connection between areas. Could this be combined with rose lane / bus rapid transit lane on Sandy?

---

---

SE Stark is already a problem because of the trains parallel to Water St. I think Couch/Burnside is a better choice. But, I like the idea of the streetcar extending deeper into the SE.

---

Streetcar is slow and expensive. BRT is better with dedicated lanes.

---

The Sandy Blvd route is already the path of growth with multiple high density residential and mixed use buildings completed or under construction and in addition to these use types there are also office uses in the planning stages. Sandy is a very logical street. More near term in a lot of ways than the NE expansion to Montgomery Park.

---

I fully support the Sandy alignment as someone who lives just a few blocks off of Sandy (have for ~5 years). Sandy is a great street because it is super efficient (hypotenuse) for moving NE, and it is only 2 lanes in each direction. With transit using up one lane per side, this road would slow down cars. It's a super pedestrian-oriented area even though Sandy appears to be "busy." Early mornings, evenings, and some weekend times, Sandy is actually pretty slow. But it's scary all the same. I wish this were different!

---

All of the above

---

Yes, if Urban Renewal taxation is required

---

Opportunity

---

Traffic congestion on Sandy Blvd...?? Apparent circuitous access to downtown, which exacerbates the Streetcar's generally low speeds.

---

This is a huge opportunity to connect dense, mixed-use inner east side neighborhoods. Sandy is "too wide" anyway from an urban design standpoint. Let's use some of that space to move more people and encourage pedestrian-oriented, human-scaled development.

---

it would reduce frequency on the 12 bus

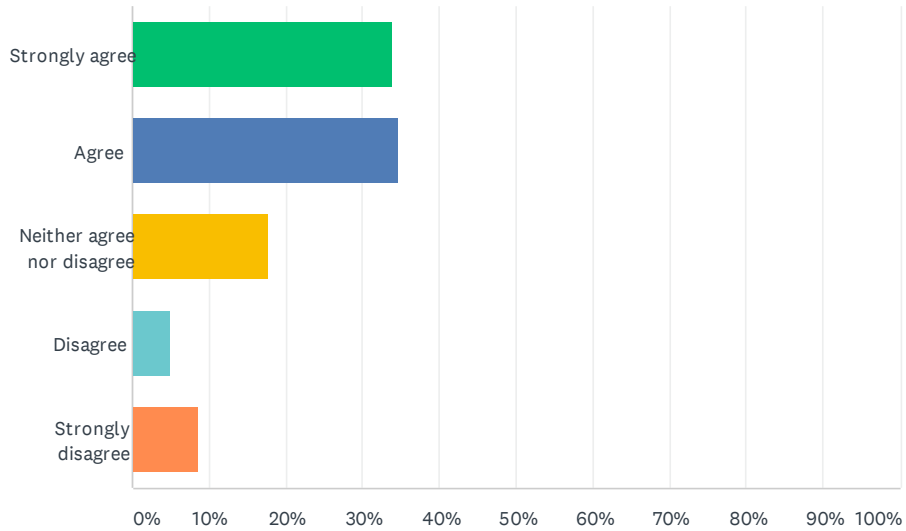
---

Buses already run on this line. There is no bike infrastructure on Sandy.

---

Q5 Would you support future redevelopment of the opportunity sites on this map with high density mixed-use type of development? (Note: the opportunity sites are privately owned properties, identified for discussion purposes; any future development would be initiated by the private property holders.)

Answered: 118 Skipped: 3



ANSWER CHOICES	RESPONSES	
Strongly agree	33.90%	40
Agree	34.75%	41
Neither agree nor disagree	17.80%	21
Disagree	5.08%	6
Strongly disagree	8.47%	10
<b>TOTAL</b>		<b>118</b>

## Q6 Are there other opportunity sites that you think the city should focus on or prioritize for change?

Answered: 64 Skipped: 57

I prefer the streetcar option that follows Broadway and Weidler over this one.

Several sites shown will be developed/re developed by the time this plan is implemented, so not sure whether the sites actually benefit from transit improvements

no

60th ave & Halsey

Support redevelopment of underutilized space bounded by 37th & 38th, and Sandy & Broadway, to expand non-profit Northeast Community Center (currently no municipal community center serving this area)

Halsey and Glisan in NE

Inner north east

Rapid transit THROUGH Lents/ Foster-Pow from I205 direct to Tilikum Crossing. There is poor connection to downtown in much of SE. The Division St changes do not directly affect these areas.

dk

the area certainly has room to benefit from improved transportation and development

82 nd Avenue

Not at this time

Unknown

No

no

82nd Ave..

Would this effect people losing homeownership?

No

East of 82nd Avenue. This area is developing on its own.

No, leave the east side alone



---

Do the things you've already promised to do. Improve things for everyone. The war on cars (80%+ use their car). If you're going to waste tax payer money then build a subway line. We aren't in the 1900s and we aren't special like SF to need above ground trains.

---

Not on Sandy

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Pepsi Block, Hollywood TC, and Laurelhurst

---

The Fred Meyer site. It is a large superblock that reduces access, but would provide significant benefit and development opportunities if the large area was broken up into the pre-existing street grid and developed into high-density housing.

---

Community space and parks. this is sorely lacking in NE

---

I think you need to stop using high-density housing to justify giving land to groups like Anchor NW. Those places will have to come down when actually equitable housing is called out, so don't give them any room.

---

The development zones should be larger than 2 blocks.

---

Consider moving the locus at 20th to 19th or 18th? those small triangular blocks at those intersections could be better utilized.

---

I don't know.

---

No.

---

This alignment is not bad, but I believe the alternative is better

---

Push for, or straight up require, mixed use development (not just apartments) along NE Glisan, especially east of 53rd, as those properties are being redeveloped. We want new businesses, too!

---

The pedestrian experience walking on Sandy crossing the freeway is currently pretty awful. Making the stretch of Sandy between 39th and 33rd more pedestrian friendly and less car-centric would be great.

---

With approval of small studio apartment buildings with no parking, this is not fulfilling an opportunity for the surrounding area. Contribution to density occurs, parking is crushed and will be for years. Make developers put in parking in these buildings. What is wrong with the planning dept. in not requiring this?

---

no

---

Could use another park along sandy other than Buckman Field.

---

Hollywood MAX transit center, former Bowling alley/Orchards, and safe pedestrian and bike access through this area.

---

Develop a Max stop in the area of NE 28th or 33rd

---

Retain small business sites on Sandy. Resist turning it into yet another long boulevard with big box apartment projects

---

---

The area on 28th, west of Fred Meyer and the property just east of 33rd on Broadway (formerly Gordons Fire-place) also the former Burger King property and the former Poor Richards. Possibly utilize the Poor Richards property as a turn around option.

---

SE Lents district needs more mass transit

---

High density mixed-use development seems to favor streets that are smaller and more walkable, like the SE streets (Hawthorne, Division, Belmont etc). Sandy is just too broad, and getting to the other side of such a busy through-way is always a hassle. It would be cool to see some of these underutilized pockets (like the car lots on Sandy) turned into public spaces that directly serve the surrounding community, like food cart pods, pop-up markets, and small parks. "Development" always seems to translate to high condos that are priced too expensive, with first-floor restaurants that are too generic for most people to go to.

---

Some of the uglier parts of NE Sandy need redevelopment- you can guess where those are.

---

No. I disagree with the concept.

---

I think the broadway option would be used more widely

---

No.

---

No

---

Sandy up to Prescott

---

MAX station at NE 28th. Redesign of freeway on/off ramps near Hollywood Transit Center. Viable connection to HTC from Broadway/Sandy intersection.

---

NO

---

Not that I know of

---

Redeveloping the Bakery blocks (and fixing the grid) and the bottling warehouse on Davis will fundamentally change the character of the neighborhood. The announced plan for a grocery store at 16th and Sandy should be fast-tracked.

---

No

---

Putting in a new streetcar lane presents an great opportunity to also build a bike lane. The streetcar could separate the bike lane (very much needed on Sandy Blvd.) from the car lanes. Sandy Blvd. needs much more bike parking all along it - even more so, because this plan includes more development. Thanks - this is an exciting plan to see!

---

Nothing comes to mind

---

Fred Meyer

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There are tons of empty parking lots, buildings, old banks in Hollywood that could also be developed. There needs to be more development around the Hollywood TC to make it welcoming and easily accessible.

---

NE Sandy has lots of opportunity for transit-friendly development.

---

---

Again, all opportunity sites should have Community Benefits Agreements tied to the rezoning and redevelopment.

---

#1 Burnside Bridgehead #2 Bakery Blocks Leave Fred Meyer as is for now.

---

Do not know.

---

Have to think about this

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no

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Unknown

## Q7 Does this alignment create any benefits or burdens that you are particularly excited or concerned about?

Answered: 73 Skipped: 48

I am concerned about having streetcars run along Sandy when it's the main route through NE Portland. Traffic jams galore.

Concern that alternative transportation actually suffers with streetcar investment.

no

Benefits

Concern that Northeast Community Center (serves all-ages), located at 38th & Broadway, would be cut off from walking and biking access.

None that I know

it would be a great benefit if it were free

The major burden will be on automobilists.

I think this part of Sandy would be spiffed up and that would be a good thing.

Insufficient impact for me.

No

No

I would like Sandy Blvd to become more of a shopping destination and a pedestrian friendly street

Burden. The cost to home owners likely.

Dont know

no

Likely to bring more business to Hollywood?

Burdan

Homeowners how does this effect?

Parking is already a problem.

No

---

I don't think it is necessary.

---

Concerned about waste of money, worsening of traffic, damage to land and communities.

---

Waste of tax payer money. You raise taxes on car drivers(gas, registration, etc) and I still run over the same fing potholes for years. Fix things that need fixing stop creating new nonsense.

---

Logically YES. The need for MORE off-street parking.

---

As mentioned before, I think this alignment is more awkward than the Broadway alignment. I'm caught between supporting a dense urban environment with a tool like streetcar, and spreading out the streetcar network to more underserved communities like the Broadway corridor. Equity should not always outweigh long-term urban investments that create dense, walkable communities and I think this alignment has the edge over the Broadway alignment to do that.

---

Pricing out people and destroying the character of the neighborhood.

---

It's great.

---

The noise factor has ZERO conditioning or things to absorb the sound. It's AWFUL living in that area and the re-verb from Sandy, from i-84 and whatever off those brick spaces and giant strip mall is maddening. People who live there and don't realize how sensitive they are to that noise - let alone those tricked into a ridiculously predatory landlord situation - need and have to be able to get out of those leases in some no-fault clause. it's a living hell. also anchor nw buildings all align with those horrible LED street lights and they keep you up at all times also you have to do something about how close these apartment buildings are to giant electrical transformers in mixed used zoning. it is a health hazard and it - like the noise in this corridor - also deserves to be a reason to leave a predatory lease. you don't have enough trees or anything to absorb the sound - FIX THIS

---

It is an under used and developed corridor.

---

The end of the line seems to be in a weird position and missing most of the Hollywood commercial area (should at least go to 42nd to Whole Foods/Farmers market)? It also seems a bit far from Transit center connections and I would want to see the walk-ability of the area improved to be safer for crossing Sandy & Halsey

---

We own a commercial property at NE 17th and Davis and we strongly support this effort!

---

Don't know.

---

Concerned about rate of vehicle travel on Sandy.

---

Sandy boulevard is already a high traffic area and the intersection of 33rd and Sandy is particularly bad for accidents. A redesign for that location might be in order.

---

Concerns are traffic jams from minimized traffic lanes.

---

no

---

Only way this concerns me is how this line will tie into the existing streetcar network. Could add an unreasonable amount of time to say a trip from the Pearl in comparison to the Broadway weidler alignment

---

---

Biggest benefit is getting into town in a different fashion than always using the bus. The Streetcar into NW made it really nice, and Sandy has the potential to really benefit from it. Broadway is developed already. Sandy is clean slate for some cool stuff. Pepsi zone already in motion. Irving alignment is kind of meh.

---

I'm concerned about the streetcar harming frequent bus service routes.

---

Will negatively impact neighborhoods by Broadway/Weidler and Burnside by diverting traffic there

---

Threatens small business sites; negatively impacts traffic

---

I am concerned that the transportation system change will support the ability of petty criminals, drug addicts, and mentally unstable individuals to further raise safety issues in the community.

---

There is so much new development (Condos/shops/services/restaurants) in the lower Sandy/Burnside area. Having a streetcar connection to/from Hollywood district seems like a benefit for both areas.

---

Increased congestion when higher density could be absorbed in other areas

---

Bringing street car into Hollywood Core is good

---

No

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I do not see a high enough use of the street cars to justify the investment. I think this is a waste of resources.

---

no

---

The streetcar is a waste of money and should not be expanded in any way.

---

How would parking be affected?

---

A free ride for homeless people to come to my neighborhood and a tax to pay for it? No thanks.

---

Sandy Blvd is the only street in this area that is appropriate for mixed use and street cars. Stay out of single-family home areas!!!!

---

More access to business around Sandy Blvd.

---

Walk ability in a Hollywood

---

I wonder if this is an opportunity to think about a connection to a new Max stop at NE 28th Ave.

---

Significant traffic burden near HTC.

---

I'm not sure if the Southside of I-84 is best access for the potential development North of I-84

---

Freeway is a major barrier to some sites, especially Fred Meyer, and proximity to freeway and pollution generated by it are concerns

---

I think it is the best choice because it is least disruptive to neighborhood character, Sandy is already mixed in use.

---

---

This streetcar would require a bike for me to get to, but I'd love the option of taking a streetcar rather than a bus to downtown NW, so I'd definitely use this.

---

I am excited by the opportunity for the streetcar to fundamentally change the character of Sandy to that of a destination instead of a throughfare.

---

It would help revitalize Sandy Blvd, which is very centrally located but underutilized and underdeveloped. The street is also not pedestrian friendly and very wide...adding a streetcar line will help significantly

---

Worries about losing bike parking spots in the Hollywood neighborhood, which are already in high demand during summer months.

---

Having a streetcar on Sandy, a diagonal street, will be a big improvement for access by many people.

---

Either choice is the best of the 3 alignments. Sandy and SE 7th tend to not be residential. The other alignments have more residential impact.

---

The benefits are to white land owners. The burdens are to BIPOC residents. Do not build streetcar unless BI-POC benefit and white land owners share the wealth created by City actions

---

I am excited about this alignment for the StreetCar. Sandy is the path of growth and already has development occurring. This will match infrastructure with a real-time needs. This should be the priority over the Montgomery Park expansion.

---

No

---

Concerned about closing part or all of streets to accomplish this idea.

---

I only see benefits. There are so many empty and/or auto-oriented lots along this stretch. Filling them in would be great for the neighborhood—and allow homes and businesses to take advantage of this central, accessible location.

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no

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Delivery trucks and big rigs from Pepsi and other businesses interacting with streetcar

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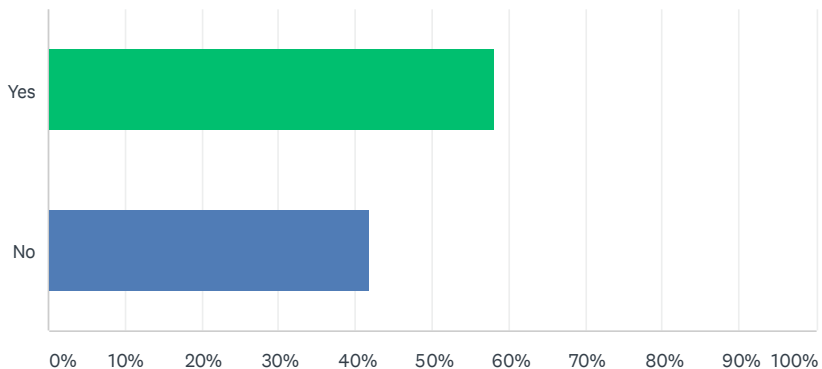
## PART 2:

# NE Irving St & Sandy Blvd



### Q8 Do you think the current land uses, e.g. the businesses, housing, and commercial attractions on the Irving to Sandy alignment would support or benefit from a streetcar line?

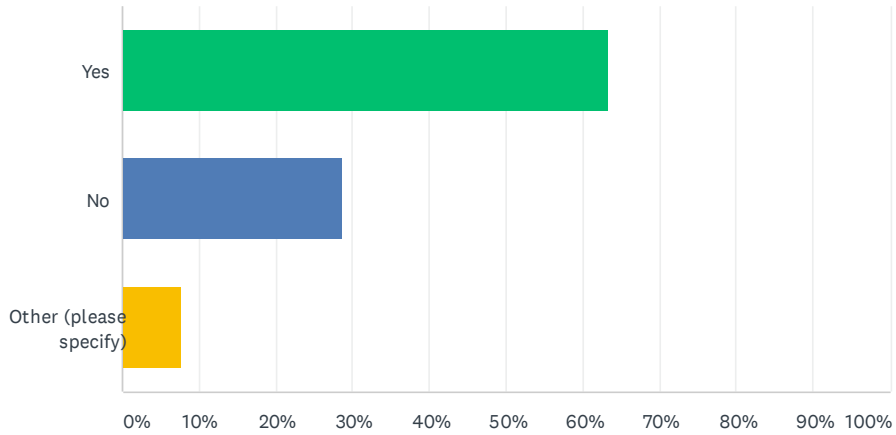
Answered: 115 Skipped: 6



ANSWER CHOICES	RESPONSES	
Yes	58.26%	67
No	41.74%	48
<b>TOTAL</b>		<b>115</b>

**Q9 Would you support future zoning changes, including in the areas labeled “Review Comprehensive Plan Designation/Existing Zoning” and outlined in bolded dashed lines, to allow for more intense transit-supportive development of the area near the alignment?**

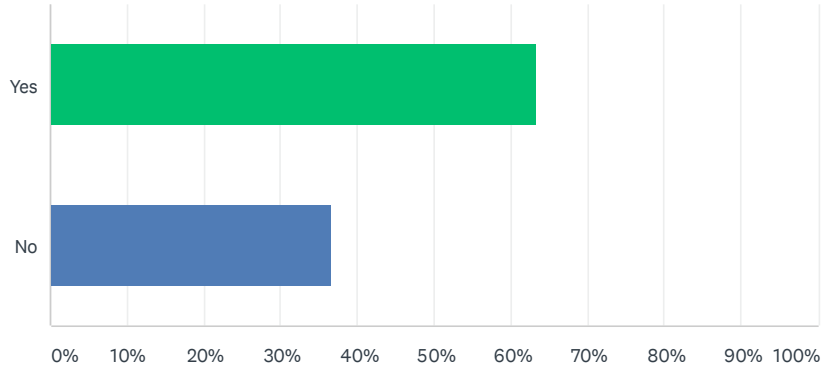
Answered: 115 Skipped: 6



ANSWER CHOICES	RESPONSES	
Yes	63.48%	73
No	28.70%	33
Other (please specify)	7.83%	9
<b>TOTAL</b>		<b>115</b>

### Q10 Would a streetcar support or improve the transportation network in this area?

Answered: 112 Skipped: 9



ANSWER CHOICES	RESPONSES	
Yes	63.39%	71
No	36.61%	41
<b>TOTAL</b>		<b>112</b>

## Q11 Do you anticipate any transportation opportunities, problems or issues with this alignment?

Answered: 86 Skipped: 35

Like the first option, a large portion of the streetcar line runs along Sandy, which is the main route through NE Portland. I think this option would increase traffic jams.

This provides access in an area that doesn't have alternative transportation. However, there may be issues with vehicle/streetcar conflict near the freeway ramp.

no

Opportunities

too many crossings/connections coming together without much gain

Concern that Northeast Community Center (serves all-ages), located at 38th & Broadway, would be cut off from walking and biking access.

Congestion on 39th

expense, public acceptance, usefulness in the first 10 years

The awkward angles at the eastern end of this alignment do not appeal

no

Any area can benefit from additional transportation. Don't know that this is the best option.

There is already good access to this area whereas other areas are underserved.

No

Unless the mall is repurposed I think this is an area that needs to be more dense to support new trznstot

Unknown

No

no

Not very familiar with this area.

Too much traffic

Not sure

No

---

Streetcars are expensive and unattractive because they are slow. Prioritize buses and improving bus infrastructure instead.

---

Problems: complete waste of money, usage won't justify the damage caused.

---

I like this alignment but I'm conflicted. Irving Street is low keyed now. How would it change and should we just keep the higher activity on Sandy?

---

Expect major traffic issues with commuters and freight that use Sandy Blvd every day. Streetcar is notoriously slow (you can often walk faster) and delays traffic. The bus travel along NE Sandy is already very very slow and would only get worse during commute times with a streetcar on the route.

---

12th and Irving is a bottleneck. Lots of bottlenecks on Irving as auto traffic tries to get onto the I-84 Eastbound onramp.

---

Waste of tax payer money.

---

Yes. Four full service travel lanes and on-street parking need to remain on Sandy. Adding slowmo streetcar service obstructing traffic when boarding passengers, and/or removing lanes will only create more congestion. Removing on-street parking will have a negative impact on small businesses and surrounding residential neighborhoods. A district plan that requires adequate parking with any new development needs to be implemented on Sandy.

---

The Irving portion seems inefficient and not sure what the point is other than to have a line that crosses I-84. I would rather see more investment in pedestrian and bike infrastructure along this portion of the proposed alignment.

---

The alignment would not follow existing travel patterns and will result in out-of-direct travel and is unlikely to be competitive with vehicles. Therefore it seems this option should not be advanced.

---

This is already close to existing east/west line (MAX) and seems redundant

---

The alignment that extends along Sandy is much more elegant in its simplicity.

---

it's noisy and would disturb residents, it will be overkill with a sandy line, which DOES make sense.

---

Not as useful as A

---

It travels down smaller residential streets, concerns for noise.

---

I am concerned about the number of turns, particularly crossing I-84 significantly slowing down the transit service. Currently this area seems quite low density.

---

This one seems slightly less useful compared to the other two options. It goes by some larger established buildings and schools and along the expressway, meaning it would presumably not be as strong of a catalyst for development.

---

Not an expert.

---

changes will manifest in 10-15 years I cannot anticipate

---

---

Yes. This serpentine route makes no sense. Corners are difficult for streetcars, which constrain vehicle travel in the area. This route is filled with turns.

---

Increased development would destroy more established residential neighborhoods

---

Unless the Lloyd Center Mall is demolished and replaced with something that provides more value to the community (an MLB stadium, for instance), I have much less interest in this route.

---

This alignment seems to serve access to shops/restaurants along Sandy less than the pure Sandy alignment.

---

I'm not sure the "seamless transit connection" between the 12th and Irving streetcar stop and the Holladay Park light rail stop will get a high amount of use.

---

I DON't know enough to comment appropriately. Is this plan going through residential areas on Irving?

---

no

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No

---

NE Oregon and the tie in to the existing network

---

Lots of new housing along here, but that's about it. Office is there. Seems like missed opportunity not to go down Couch/Burnside. Broadway is already developed. Sandy has tons of opportunity, Irving less so but still more than Broadway.

---

Hindering frequent bus service. Has streetcar ridership numbers been assessed? In my experience, the streetcar is slow and provide poor connections between other transit options, and see low ridership. This transportation investment (or federal grants) could be better used in other ways.

---

Sufficient transportation alternatives already exist in the district. If their is a deficit, increase bus availability.

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no

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Not enough connections to other transportation lines

---

Most of my concern is in regard to disruption of accessibility to and from I-84. Sandy Blvd is often used as an alternative route that the media announces for drivers to use if there are issues on the freeway.

---

Increased congestion in an already congested area. Uneven development in the city

---

The Irving Street area is a bit obscure- no real businesses to visit, mostly residential, I would put this option as #3

---

Not as much opportunity for multi use density due to established residential areas

---

Building the infrastructure would be detrimental to the aesthetic nature existing today. This would not be of long lasting value given our society's penchant for tearing down structures after relatively few year of service. You could try it out with diesel buses or just use diesel buses if you are determined on the street car concept.

---

no

---

Same as for previous option.

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This is a 2nd runner-up to NE Sandy; however, way less beneficial to include high-density opportunities along Sandy Blvd. NE Irving will not be as appropriate for a thriving high-density area as Sandy Blvd. is.

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No

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No

---

It seems that there would not be as much opportunity for development without disrupting homes at the west end of this route that goes along Irving St.

---

Same as for all other alignments.

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No

---

I think it is too close to the max route and wouldn't serve as much benefit as the other alignments

---

Crossing at 12th would be a hopeless mess during afternoon rush hour. If the 12th Ave. bridge would have to be rebuilt, why not consider a joint ped/transit bridge at 7th ("Tillikum II")?

---

I think that this one is a good option because it helps support the Lloyd district area, which is historically Black and has been terribly underserved. I wonder how you would work with Albina vision to help make this streetcar a reality; I think getting their input would be interesting.

---

Based on the current and future land use, the alignment will not provide substantial benefit for the cost. The proposed signal at 16th and Irving will likely increase traffic and make the area even less appeal for pedestrians and folks on bikes.

---

Passes through low density Irvington, may encounter NIMBYism in this neighborhood.

---

Please be sure that the new plan keeps/increases the accessibility of bike parking along the route. The installation of a streetcar line perhaps presents an opportunity to use the streetcar path to create a bike lane that would be separated from the car lanes by the streetcar line.

---

It is awkward, and doesn't go where people live, and it only goes to a few where they work.

---

Just hope it remains a good bike route.

---

It's a terrible alignment. It may work on paper, but it seems like it would be nearly useless to residents and workers.

---

Streetcar is not a transportation tool. It's a real estate development tool. Streetcar clogs up traffic. BRT with rose lane is better

---

Irving Street is not a high density corridor and as a result would not create the critical mass to support public transportation. A complete change of the zoning would be need, but doesn't make sense since Sandy already fits the profile for where a streetcar should go.

---

Do not knwo.

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Yes, mostly residential area with historic housing converted to multifamily. We shouldn't upend that.

---

I don't see how it enhances our existing transportation system

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Problem and issues in the lower blocks, not so much along Sandy

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Better connection to MAX to get downtown, but that still requires a two-seat ride, and coordination between TriMet and Streetcar planning and operations is poor at best.

---

Seems like a lot of auto traffic uses the I-84 on ramp on Irving, but I'm assuming you can make that work? Connecting to Benson seems good!

---

This alignment seems like it would be along "back streets." It also would be a conflict for the Benson High School traffic of students in the area.

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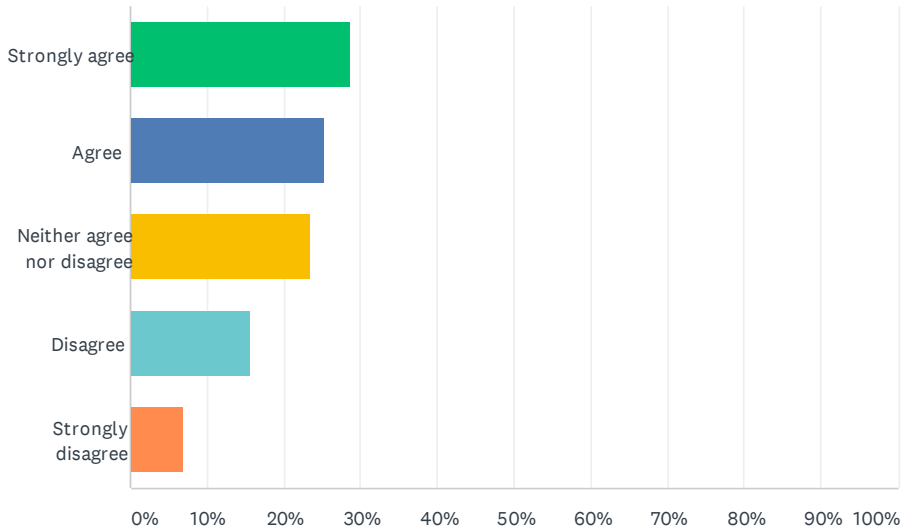
traffic on the 12th bridge and irving

---

Problems: freeway onramp at 16th and Irving; lack of destinations on Irving St.

Q12 Would you support future redevelopment of the opportunity sites on this map with high density mixed-use type of development? (Note: the opportunity sites are privately owned properties, identified for discussion purposes; any future development would be initiated by the private property holders.)

Answered: 115 Skipped: 6



ANSWER CHOICES	RESPONSES	
Strongly agree	28.70%	33
Agree	25.22%	29
Neither agree nor disagree	23.48%	27
Disagree	15.65%	18
Strongly disagree	6.96%	8
<b>TOTAL</b>		<b>115</b>

### Q13 Are there other opportunity sites that you think the city should focus on or prioritize for change?

Answered: 60 Skipped: 61

I prefer the streetcar option that runs along Broadway and Weidler because it would impact Sandy the least.

There may be some more infill opportunities along Irving between the stations. However, zoning may already be liberal enough to provide increased densities.

no

Halsey & NE 60TH

The other Sandy alternative is better.

Support redevelopment of underutilized space bounded by 37th & 38th, and Sandy & Broadway, to expand non-profit Northeast Community Center (currently no municipal community center serving this area)

Montevilla area

inner northeast, Irving corridor

Already explained in Alignment A section

dk

No

Unknown

No

no

Not sure.

Yes, May be

Unsure

No

East of 82nd.

No

Yeah like everything else currently broken or in subpar condition in this city.

---

Convention Center should 110% be redeveloped with MUCH higher density. It is a large area with minimal impacts to existing residents and centrally located with premier transit connections. This site is the place for large towers that wouldn't be considered acceptable elsewhere. Other priority sites are the same for the Sandy alignment- North Laurelhurst, Pepsi Block, Hollywood TC.

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Near Fred Meyer

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STOP MAKING OVERPRICED HIGH-DENSITY APARTMENTS. They literally need to have a livability regulation in them because these things are slapped together so quickly and with zero care and now someone's stuck paying \$30k or more to groups like Anchor NW (which by the way some tenants are considering suing because of how truly predatory they are - stop giving them room like this) in spaces like this. Build long-term renting options like the nice 1920s bungalow homes. The high-density housing here is UNLIVABLE.

---

We should be upzoning more everywhere, but this route seems particularly close to the highway which is not desirable from a health perspective.

---

Don't know.

---

?

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no

---

Encourage development along more commercial streets (not along Irving St)

---

LLOYD CENTER MALL. Let COVID kill it off or pull the plug intentionally, do something. This dying eye site needs to go.

---

NE 82nd street and area needs investment and development.

---

no

---

The inner EastSide between I-5 and 12th, bounded by Burnside to the North and Division to the South

---

Retain sites for unique small business that are part of Portland's character

---

Not that come to mind right now.

---

Lents district

---

As in Sandy Blvd option concentrate on the more run-down and uglier parts of Sandy Blvd first

---

Mlk

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No.

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Fred Meyer & North Laurelhurst seem like a wasteland now. would be great to improve that area.

---

Sandy Blvd. ONLY!!!

---

Sandy blvd up to Prescott . Roseway

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No

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No

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It appears that redevelopment opportunities of this alignment are somewhat limited.

---

The Lloyd center and parking lot in the Regal Theater has the potential to be absolutely beautiful with mixed use space, housing, and green speaces.

---

There is ample empty and underutilized space on Irving that with building and parking use that would be more appropriate in Hillsboro or Houston than in central Portland.

---

No

---

Please be sure that the new plan keeps/increases the accessibility of bike parking along the route. The installation of a streetcar line perhaps presents an opportunity to use the streetcar path to create a bike lane that would be separated from the car lanes by the streetcar line.

---

Nothing comes to mind. Letting it happen on its own is better than the often clumsy planning that occurs, such as the Rose Quarter

---

Fred Meyer, Lloyd Center

---

Other areas in Hollywood as noted above. There needs to be more development around the Hollywood TC to make it welcoming and easily accessible.

---

This (non-Sandy) area is a mess. Streetcars are not going to help.

---

No.

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NA

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Have to think about this

---

Focus on close in around Lloyd District, generally under-utilized. What would implication be of closing and redeveloping the current Lloyd Center shopping mall?

---

This alignment seems a hair too far from the great development opportunities around 12th and Burnside?

---

no

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Unknown

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### Q14 Does this alignment create any benefits or burdens that you are particularly excited or concerned about?

Answered: 72 Skipped: 49

Concerned about the impact on traffic flow of having streetcars run along Sandy.

This provides some additional transit access along Irving not currently provided. However, it isn't clear how this would relate to the #12 route, since it intercepts that route through Hollywood.

no

Benefits

Sandy part seems doable for increased development but area around Banfield does not really add any land and the sites for development indicated in the Lloyd Center and Convention Center are already served by streetcar.

Concern that Northeast Community Center (serves all-ages), located at 38th & Broadway, would be cut off from walking and biking access.

Hopefully reduce traffic

this alignment will likely be created 10 -20 years from now in concert with increased density multi use residential and business

Anything related to Laurelhurst will make it difficult to realize any growth in those areas

I would be pleased to see a portion of new residential opportunities be affordable for Portlanders who are currently houseless.

No

No benefits

No

No

Burden. Costs to home owners.

No

no

Not knowledgeable enough.

Burdan

---

I don't think so.

---

Again, parking.

---

No

---

There is no need for the city to develop this area. Focus on underserved areas.

---

Concerns: cost, damage, traffic

---

I don't find myself as excited about Alignment B as Alignment A because its ability to transform the surrounding area is much more limited due to the freeway and overall connectivity.

---

Waste of money

---

Not on Sandy.

---

Don't understand why this alignment is an option. Makes more sense to just have the two options- Sandy and Broadway.

---

The portion of the alignment along Lloyd and 12th is a bit awkward and will result in slower travel times. However, there may be an opportunity to add freeway caps over I-84 so that a streetcar can proceed directly east-west along Irving.

---

Areas already overburden by parking and use

---

Noise, room for more predatory landlords, Portland doesn't know how to design for anything past its nose and why don't you retrofit a [REDACTED] bridge before this?? WHAT ARE YOU IDIOTS GOING TO DO WHEN WE HAVE A [REDACTED] EARTHQUAKE??? DO REAL STRUCTURAL EMERGENCY PLANNING. WE HAVE OIL RESERVES THAT WILL SET EVERYTHING AND EVERYONE NEAR IT ON FIRE.

---

Don't want this to destroy existing low income housing through gentrification.

---

No

---

this Irving Street projection broadens transportation availability

---

Very awkward rout through industrial area. Abandon this route for any further discussion.

---

As it currently stands, the Lloyd District is an area I don't frequent much. I live close to the Hollywood District and this streetcar line is one I wouldn't use often despite my STRONG desire for more and quicker transit options, unless as previously stated, Lloyd Center Mall is redeveloped. I travel much more frequently to the E. Burnside/7th area and that line would be more valuable to me. (Side note: without dedicated streetcar lanes, in which streetcars can move independently of traffic, none of the streetcar lines are that enticing.)

---

I like that there are significantly more development opportunities near station areas than in the Broadway/Weidler alignment.

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no

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Travel times from lloyd district to sandy

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---

not really, no

---

Irving St. redevelopment would not benefit the City as much as focusing on either Sandy or Broadway/Weidler.

---

No

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No

---

Concerns overpotential for increased crime and the additional mobility of petty criminals within the community.

---

This is more parallel to the Max route than all on Sandy, which seems like it creates more options to connect with other lines.

---

Increased homeless presents

---

As with all- it brings the streetcar to Hollywood. which is good.

---

I do not see a high enough use of the street cars to justify the investment. I think this is a waste of resources.

---

no

---

Would like to see pedestrian walkways and access to businesses be strongly considered and advocated.

---

NE Irving could only be considered as a spur AFTER YOU ESTABLISH NE SANDY BLVD!

---

No

---

Same as for all other alignments.

---

Increases service to already developed density and new development opportunities

---

Alignment has poor connection to Lloyd Center, skirting the southern edge, and is separated from Fred Meyer by freeway.

---

Not as exciting/beneficial as other routes

---

Crossing at 12th would be a hopeless mess during afternoon rush hour. If the 12th Ave. bridge would have to be rebuilt, why not consider a joint ped/transit bridge at 7th ("Tillikum II")?

---

I'm excited to see what would happen to the Lloyd center if a transit stop was put there. I think it would help revitalize that area and help us (hopefully) move forward on making something beautiful there.

---

There is nothing exciting about this alignment.

---

Crosses lots of low density areas that would resist development, making this less ideal

---

Please be sure that the new plan keeps/increases the accessibility of bike parking along the route. The installation of a streetcar line perhaps presents an opportunity to use the streetcar path to create a bike lane that would be separated from the car lanes by the streetcar line.

---

The route looks like it is slow, and it would probably block vehicular traffic without adding much to public transportation.

---



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I'm not sure Irving street makes sense. There are not many businesses along that stretch. I bike along there and want to be sure it remains a good option for bikes.

---

It puts streetcars in fairly useless alignments. Irving? It may be convenient, but how much will it get used?

---

Concerned about exacerbating racialized wealth disparities

---

Irving doesn't make sense. Sandy does.

---

DO NOT Know

---

Iffy situation - have to think about this.

---

It seems redundant to existing with only marginal benefits

---

Traffic on Sandy Blvd. Issues of traffic and traffic patterns in the Hollywood District itself, although common to all approaches.

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no

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Delivery trucks and Benson High School

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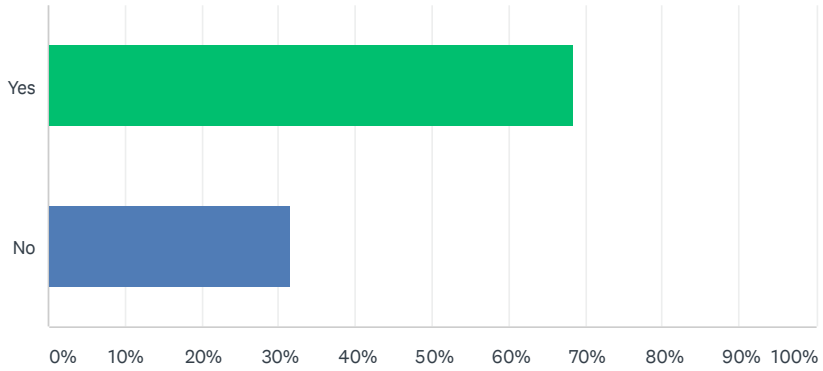
### PART 3:

# NE Broadway & Weidler



Q15 Do you think the current land uses, e.g. the businesses, housing, and commercial attractions on the Broadway/Weidler alignment would support or benefit from a streetcar line?

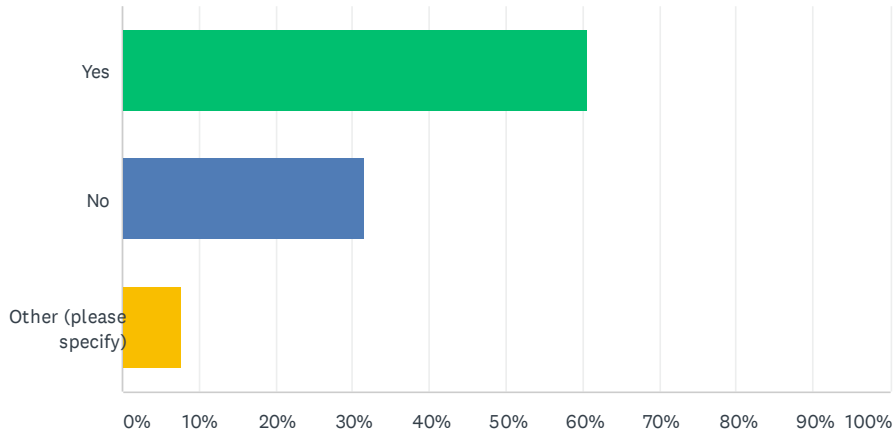
Answered: 117 Skipped: 4



ANSWER CHOICES	RESPONSES	
Yes	68.38%	80
No	31.62%	37
TOTAL		117

**Q16 Would you support future zoning changes, including in the areas labeled “Review Comprehensive Plan Designation/Existing Zoning” and outlined in bolded dashed lines, to allow for more intense transit-supportive development of the area near the alignment?**

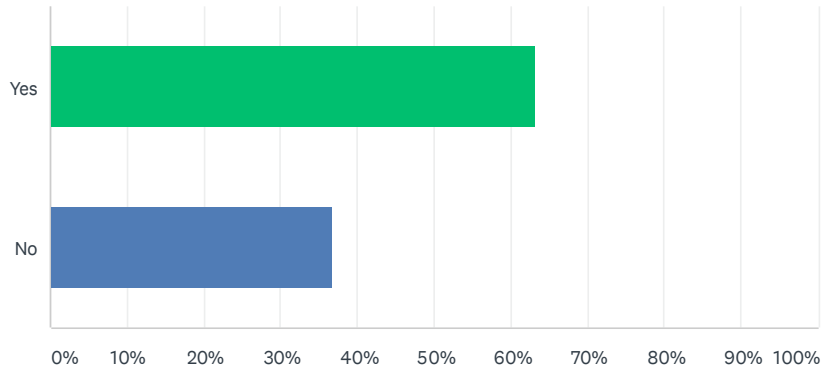
Answered: 117 Skipped: 4



ANSWER CHOICES	RESPONSES	
Yes	60.68%	71
No	31.62%	37
Other (please specify)	7.69%	9
<b>TOTAL</b>		<b>117</b>

### Q17 Would a streetcar support or improve the transportation network in this area?

Answered: 117 Skipped: 4



ANSWER CHOICES	RESPONSES
Yes	63.25% 74
No	36.75% 43
TOTAL	117

## Q18 Do you anticipate transportation opportunities, problems or issues with this alignment?

Answered: 86 Skipped: 35

This is the best of the 3 options - it's a straight shot through a neighborhood with lots of small businesses, and it has the least impact on Sandy Blvd, which is a major arterial in NE Portland.

Much of the issues would revolve around how the streetcar and bus system interrelates. Broadway and Weidler already have multiple bus lines that go much further than the streetcar.

it would probably close a traffic lane on Broadway, creating more traffic tie ups

Issues

connections to the Banfield is most of the car traffic which this alignment does not really change as there are several connections to Max that already exist.

Concern that Northeast Community Center (serves all-ages), located at 38th & Broadway, would be cut off from walking and biking access.

Hopefully reduce traffic

this alignment should be done first with the sandy or irving alignment to follow

Broadway /Weidler are heavily used transport routes as is.

A benefit would be making better use of the land between I-84 and Broadway between N.E. 33rd and 37th.

It would extend the streetcar further east and connect hubs along B'way, starting with Moda and ending at the theater.

Good opportunities for mixed income housing

No

It is presently very cumbersome to ride the bus to the Hollywood area. This option would make travel more direct.

Costs

No

no

Not sure.

---

Problems

---

Just during event nights at the Moda Center & VMC.

---

Always parking. I bus and walk, but have a car.

---

No

---

Yes, the taxing and redevelopment that goes along with a streetcar cannot be harmonize with the Irvington historic district or with low density area in Grant Park.

---

Streetcars are expensive and unattractive to riders because they are slow. They also disrupt traffic in areas that are already congested.

---

Problems: cost, damage to areas, usage wouldn't be anything close to justifying this, no one on the east side is asking for this. Streetcars are obsolete, go away.

---

Waste of money

---

Yes. Adding slowmo streetcar service obstructing traffic when boarding passengers, and/or removing lanes will only create more congestion. Removing on-street parking will have a negative impact on small businesses and surrounding residential neighborhoods. A district plan that requires adequate parking with any new development needs to be implemented.

---

I think the dense, rich, and compact nature of the area's network is a huge opportunity. Easily legible to the traveler no matter the mode, easily navigable grid, lots of cross-connections, redundant fixed-link service to MAX (a good thing!!) and efficient alignment with the rest of the streetcar network, so good for service planning.

---

Seems like a natural extension of the existing line. Would slow down traffic on Broadway which is needed

---

Include protected bike lanes, please.

---

Create noise barriers Plant more trees Stop building high-density, high-cost, high-turnover apartments

---

I like Broadway as it is. There are many transportation opportunities already.

---

This seems to have the most businesses to support it and is safer than Sandy.

---

It would be ideal for there also to be bike lanes on Broadway/Weidler/Halsey. They are in the 2030 bike plan! See above comment about concerns about tracks preventing future street changes. These streets are very auto centric and I would welcome a change.

---

Don't know.

---

Serious bottleneck for travel on the Broadway/Weidler couplet. This route is the main east/west car and delivery truck corridor. Pedestrians are currently well-served by several bus lines through the area. Streetcar adds very little additional access at the cost of traffic inhibition.

---

Need to make sure you do not negatively impact established residential neighborhoods of Irvington and Grant Park

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I think this alignment offers greater benefit than the other two, given existing traffic and commercial patterns. The Broadway commercial corridor has been badly damaged by the use of B-W couplet as a 5-6 lane highway. This plan would help reclaim the corridor for public and mixed uses.

---

I would love to see this line AND the first line implemented.

---

heavier traffic in certain neighborhoods

---

This area is a mess and adding a streetcar on broadway would make it worse

---

Tie in to North South bus lines. If there aren't any, change that. Ridership will benefit

---

This would help existing situation, but likely not spur new development or infill. Broadway is largely "finished" growing while Sandy has huge opportunity to grow a lot more along that alignment.

---

This area already sees high vehicle congestion. Streetcar would worsen not mitigate these issues.

---

Terrible traffic issues. Much thru traffic will shift north to residential area served by Knott which is already high volume, so creates a horrible traffic situation on Knott.

---

These streets and neighboring streets get heavy pedestrian use. The resulting congestion from the proposal would adversely impact the neighborhood.

---

No

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Proposal seems to really support the Lloyd District -- and help redefine the Lloyd Center. It would connect the Lloyd District housing to resources in Hollywood District.

---

Broadway and Weidler are already key transportation routes. I don't believe enough people will leave their cars and ride the streetcar so the addition of the streetcar will make traffic worse. Add in the e-scooters and the e-bikes that can travel at speeds of 25-30 mph and safety issues will climb. Pedestrians in particular will be endangered. The local businesses rely on pedestrian traffic since parking is limited. As parking availability won't be increased, the congestion and safety issues will grow and livability will diminish. Also this route means the streetcars will compete with existing bus routes. I'd rather have the existing bus routes not be disrupted as buses provide more flexibility in terms of destinations compared with the streetcars.

---

Yes, I anticipate problems with traffic flow with this alignment....especially at intersections that are already problematic (near Fred Meyer & at 33rd/Broadway)

---

Yes. Broadway has extensive bus options and this parallels max, so I don't see any advantage with this route. Disadvantage is more car traffic compared to other routes. Also, the increased density on Broadway is adjacent to historic neighborhoods that would be negatively impacted, where the other two options to be more centered in less developed commercial neighborhoods that would benefit more.

---

Not sure.

---

Traffic nightmare

---

Lots more businesses involved with this option which could pose a problem, parking will be decreased as well due to tracks. Lots of traffic on Broadway/Weidler.

---

This continues to support the reduction of car volume with alternative transportation

---



---

Building the infrastructure would be detrimental to the aesthetic nature existing today. This would not be of long lasting value given our society's penchant for tearing down structures after relatively few year of service. You could try it out with diesel buses or just use diesel buses if you are determined on the street car concept.

---

it would be great! Broadway seems like an area that could use more development (we have lots of nail salons and insurance offices but it could be a great walkable area)

---

Broadway is already a very busy street and impeding it with a streetcar would not offer any relief. In addition, Downtown workers will park in the neighborhoods and take the streetcar downtown, causing hardship on the homeowners and renters

---

Broadway and Weidler work well as is, and are one of few remaining couplets that do. Please do not change something that works. We've seen too many "improvements" that are worse than what existed before they were implemented. Parking and flow of traffic would adversely affected. As Broadway is now, it works for pedestrians as well. Please leave well enough alone.

---

YES!! PRESERVE THE LIVABILITY IF NE BROADWAY/WEIDLER!!! Sorry for shout-typing, but I'm going to continue with it: THE PROPERTY TAXES FOR SINGLE-RESIDENTIAL HOMES IN THIS CORRIDOR ARE SKY-HIGH DUE TO INCREASING DESIRABILITY OF THE SINGLE-FAMILY HOMES. YOU MESS WITH REDUCING THE DESIRABILITY OF THESE HOMES, YOU REDUCE THE PROPERTY TAXES. And your job producing this survey will vanish.

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No

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Broadway is an important Cycling route to downtown. both broadway and weidler are good driving routes to and from downtown from many NE neighborhoods

---

The people who live along NE Schuyler (or actually anywhere where there are single family homes on the next street from where the new streetcar route is proposed) could be negatively impacted by a street car and subsequent zoning change. Taller buildings could loom over backyards, or even larger buildings going up right next door. This is the main draw back in my mind of the street car proposals. If the single family homes could be protected then the development would be most welcome.

---

Same as for all other alignments. See comments in first option box for this issue. In addition, width of Broadway and current use as major traffic artery create issues of practicality that could affect development and access to bikes.

---

It duplicates bus service. Better to improve bike routes in the area to support higher volumes of bike transportation

---

Unique opportunity to create a Transit Only lane between NE 24th and the Broadway Bridge, shared by Streetcar and three bus lines (bus vehicles would need to be upgraded to electric vehicles with left side boarding). While the map indicates bus service the entire length of the alignment from Hollywood to the Bridge, it is actually fragmented into three different lines, none of which goes directly into the Pearl District and NW.

---

Pushback from grant park residents

---

Existing Trimet line 77 already provides faster, more frequent service than streetcar will.

---

The Broadway Weidler couplet should be abandoned. Returning Weidler to a neighborhood street with housing to support Broadway commercial.

---

---

I live in this area and take the bus right now from either Knott, 33rd, or Broadway. I would love to have a streetcar on Broadway. It's a very wide street and is such a waste of space because it only serves cars. We could put a dedicated transit lanes, a protected bike lane going both ways, and reduce lane width and finally decrease the speeding and loud cars on this road. All of Broadway has such potential to be revitalized, but it's never going to get better if we prioritize cars over biking and pedestrians in this area. It's absolutely unpleasant to be out on this street right now and needs to be totally rethought.

---

I'd hope given the very wide right-of-way that the streetcar would have a dedicated lane and signal priority. The right-of-way is sufficiently wide to also include a protected bike lane and must be included in any plans.

---

Would help revive Broadway which is currently an odd street—it's very central but the land use is piecemeal and there's lots of low density housing in the area. Streetcar may help with this, but Sandy Blvd has lots more developmental opportunity

---

Please be sure that the new plan keeps/increases the accessibility of bike parking along the route. The installation of a streetcar line perhaps presents an opportunity to use the streetcar path to create a bike lane that would be separated from the car lanes by the streetcar line.

---

The streetcar along this route basically reproduces the #17 bus, but does it in a more intrusive and expensive and inflexible way.

---

To be honest, I don't really think a streetcar offers transportation benefits above what a bus does.

---

I just don't see the streetcar as an effective mode of transportation. I would take Max to go from Lloyd to Hollywood or bike to go to points in between.

---

I think of Weidler as a residential street interrupted by commercial. NE Broadway isn't going to get pedestrian-friendly by adding a streetcar.

---

Zoning won't increase the density in this area to support public transportation. The reason is that the area is less appealing for growth by developers. As a result, no change in zoning will cause growth and as a result no increase in ridership needs. Developers clearly see the opportunity along Sandy Blvd as evidence by the new buildings, construction activity, and land use/planning applications that come in along Sandy. Nobody pushes for a zone change along the Broadway corridor because developers don't want to develop there in the first place. Build infrastructure where the growth is occurring. Not where some may want to force it to go.

---

Do not know

---

Yes. Buses work better in this stretch.

---

It seems redundant to existing lines of transportation network;

---

There's a good transport system now with buses. I use it today by bike and bus. Adding rail seems to be an extra layer, whereas the full Sandy route seems to offer the most opportunity.

---

You should consider two-way streetcar operation west of 24th on Broadway and move the heavier auto/truck traffic onto a two-way Weidler with little or no on-street parking. Then provide more extensive traffic light control of flow to make pedestrian use along Broadway more pleasant. Finally consider making the Lloyd Center parking garages along Weidler available to all customers of local businesses.

---

---

Already a busy area. The section of the Broadway-Weidler couplet could use diagonal parking spaces on the south side, separated bike lanes and to increase parking and reduce the number of lanes for through traffic. A streetcar would not be needed in this walk-able area.

---

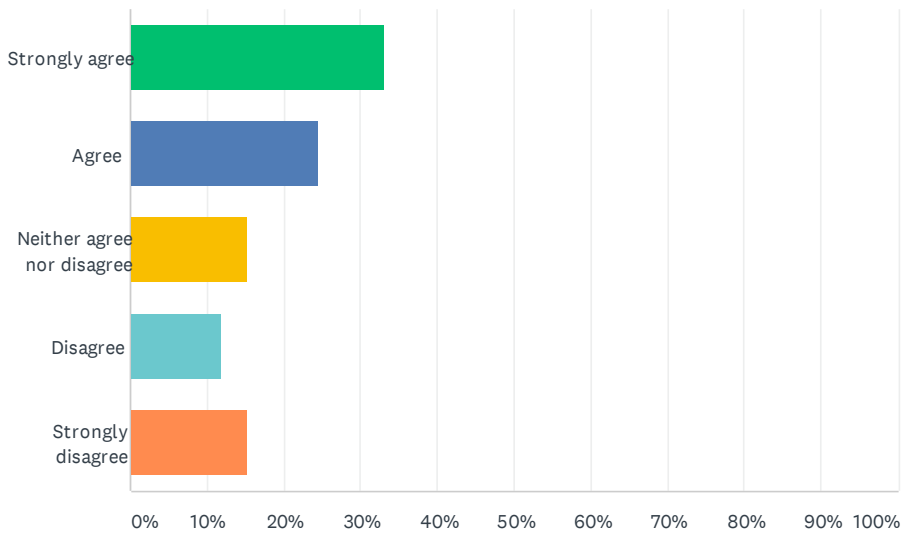
it could reduce frequency on the 77

---

Opportunities: Broadway and Weidler commercial corridor, grocery store access on Weidler, already existing streetcar infrastructure on Weidler

Q19 Would you support future redevelopment of the opportunity sites on this map with high density mixed-use type of development? (Note: the opportunity sites are privately owned properties, identified for discussion purposes; any future development would be initiated by the private property holders.)

Answered: 118 Skipped: 3



ANSWER CHOICES	RESPONSES	
Strongly agree	33.05%	39
Agree	24.58%	29
Neither agree nor disagree	15.25%	18
Disagree	11.86%	14
Strongly disagree	15.25%	18
<b>TOTAL</b>		<b>118</b>

## Q20 Are there other opportunity sites that you think the city should focus on or prioritize for change?

Answered: 65 Skipped: 56

This is my favorite of the 3 options. I would hope it connects very closely to the Hollywood Transit Center for easy transfers from one line to another.

It seems like there may be more opportunities available to the south of the line

no

NE Halsey & Glisan

Fewer development opportunities here and the largest is at the Hollywood end which the Sandy route already covers. While there is some development opportunity between 7th and where Broadway and Weidler merge, there already is a close walk to the streetcar for many of those sites.

Support redevelopment of underutilized space bounded by 37th & 38th, and Sandy & Broadway, to expand non-profit Northeast Community Center (currently no municipal community center serving this area)

Montevilla

expansion of this alignment will likely be easily accepted because of the existing streetcar service

Already noted in Alignment A section

A priority must always be adding low income housing mixed in with mid-priced housing. We need homes available to everyone without creating an area that looks like "the projects" in larger cities.

No

Unknown

Not at this time

no

Not knowledgeable enough.

No

Eastport Plaza area

No

Broadway/Weidler itself is full of 100 year old houses, adapted for commercial use. These are not included in your 'underutilized' analysis, but appear ripe for redevelopment into walkable mixed use main street sites.

---

East of 82nd

---

No, leave the east side alone

---

Yeah. Literally anything but a feckless train.

---

Grand and MLK

---

ALL of them. Hollywood TC, Fred Meyer, Portal, Lloyd. Also- this streetcar will be essential in helping the single-family area transform and densify overtime, which is a critical component of accommodating new housing and better transit service.

---

The Lloyd Center is a prime opportunity site. The building is aging, and large shopping centers are no longer as viable as they previously were. Plus the opportunity to redevelop the area into a well-connected street grid and expand upon the high density employment and residential that has been added to the Lloyd District in the past couple decades would be a significant step forward for the area.

---

Lloyd center (the mall) itself. change the zoning so NE could have a new library hub, medical campus, high school, office park

---

WE NEED A BRIDGE OR TWO THAT WILL SURVIVE A ████████ EARTHQUAKE. PROTECT THE WATERSHED. HAVE CONTINGENCY PLANS FOR WHEN THE OIL RENDERING FACILITIES ARE HIT TOO.

---

The section between NE 33rd and NE 42nd is kind of a dead zone for human activity. I would live this part of Portland to be improved.

---

Don't know

---

no

---

Better to focus development along higher density, higher car traffic streets such as Sandy Blvd. Do not increase density near Irvington and Grant Park. This would negatively impact historic homes through re-development and destroy some of the most iconic residential close-in neighborhoods of all of Portland.

---

Again, LLOYD CENTER MALL. I cannot stress enough how much that waste-of-space, dying behemoth needs to go!

---

I've always felt like the stretch of Broadway between 33rd and Hollywood is oddly under-utilized from a commercial standpoint so I'd be hopeful that this would inject some life there.

---

no

---

Hollywood Transit Center

---

Community Pool along here or on Sandy!

---

Focus on Lloyd Center

---

The inner EastSide between I-5 and 12th, bounded by Burnside to the North and Division to the South. Also, develop a MAX stop at NE 28th or 33rd

---

No

---

---

South of I-84

---

Not at this time.

---

Lents district

---

What's happening with the Gordon's Fireplace building, NE 33 & Broadway

---

No. I disagree with the concept.

---

Fred Meyer & North Laurelhurst both seem like areas that could benefit from more development and could be very walkable. would be wonderful for the local community!

---

Only as I previously answered regarding Sandy Blvd. That is the more-appropriate focus for development that will not destroy high-value/tax revenue-generating homes.

---

Roseway area Sandy up to Prescott

---

The Lloyd Center is the big opportunity here and is best served by this alignment. It is the largest, single owner property and along with the the Fred Meyer property the only one that could provide serious private funding comparable to the Esco and MP properties in NW. The Fred Meyer property is likewise large and has one owner. Both have excessive parking directly on or a short distance from the alignment that could convert to housing.

---

No

---

Again, revitalizing the Lloyd Center would be huge for this route. Adding mixed use, housing, and greenspaces. I also think there's a lot of potential to revitalize Broadway to make it a better walking and cycling road and really bolster businesses here. The old Gordon's Fireplace building is on a fairly large parcel of land, too, and could be made into something that serves the community (housing, a makerspace) but something that's actually needed for the people that live in the area.

---

Upzone all of Irvington.

---

No

---

Please be sure that the new plan keeps/increases the accessibility of bike parking along the route. The installation of a streetcar line perhaps presents an opportunity to use the streetcar path to create a bike lane that would be separated from the car lanes by the streetcar line.

---

The problem with Broadway is that it is a one-way street. That limits retail business opportunities. So it isn't the presence or absence of 'opportunity sites' that is the problem.

---

Hollywood has so many surface level parking lots and underdeveloped commercial structures - for example, there are so many banks. This area has the opportunity for growth and development.

---

Strongly support development in the Hollywood portal. Also there are many undeveloped areas around Hollywood. There needs to be more development around the Hollywood TC to make it welcoming and easily accessible.

---

Prioritize the sites with the greatest/strongest CBA

---

---

No.

---

NA

---

Have to think about this

---

Yes. South of I 84 corridor

---

Sandy

---

The section of the Lloyd District south of Broadway and west of 15th is woefully underutilized. Any streetcar development project along this route should include a land-use and policy review to promote mid-to-high rise development in this area. Simple aspirational zoning has not worked and won't necessarily work going forward -- streetcar or no streetcar!

---

no

---

Unknown

---



## Q21 Does this alignment create any benefits or burdens that you are particularly excited or concerned about?

Answered: 84 Skipped: 37

I think it would be great to be able to take a streetcar down Broadway and go shopping. It's also close to Lloyd Center, if that is ever revitalized. Having a new transit option close by could rejuvenate Lloyd Center.

The relationship between streetcar and bus lines. Not sure of the positive effects (note east side streetcar has both limited positive ridership and development impacts)

no

Benefits

having realigned Broadway traffic several years ago, this would be more complicated than the straight run that would be from Sandy

Concern that Northeast Community Center (serves all-ages), located at 38th & Broadway, would be cut off from walking and biking access.

Not that I know of

seems that this alignment is 1/2 done and needs to go further east

Since those areas are already well served by busses, I see absolutely no reason to try to augment with streetcar

I think each new residential building should provide a small percentage of affordable housing for people currently camping on city streets or in parks. Consider building an "apartment" with 4 or 5 bedrooms, 2 or 3 bathrooms and one large kitchen/common area that could be rented to young couples, or compatible individuals or even a larger multi-generational family. Thus 5 to 10 adults plus a few children could be housed economically.

This is my neighborhood, so I'm better informed and biased. The possibilities are exciting. B'way is ugly and wide. It already has important activity hubs from Moda to the Hollywood theatre. It would also bring fuller access from downtown. It would help bring more activity and equity to less-served neighborhoods of the NE. There is large development potential with areas that are not within the historic areas. Much of the commercial land could be easily be turned into higher density without affecting the historic areas. As a single female senior, the streetcar would allow me to visit PAM, New Sessions and and a movie, with restaurants, movies and bookstore in between and feel safe and connected. A streetcar extension would also bring more transportation and development equity to the NE area.

The commercial area has a mix of stores (Goodwill, Fred Meyers and small stores/ restaurants) that would benefit from better access.

No

As stated earlier, this would simplify trips to Hollywood or transferring to the Max.

Burden. Likely tax increase to home and business owners.

---

No

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no

---

Not sure.

---

Burdan

---

I don't think so

---

No

---

This area does not need government development assistance.

---

Concerns: cost, damage, traffic

---

This is the least exciting alignment because so much of the alignment is already developed. You would be looking at a much longer term change as the current building stock cycles out.

---

Waste of money

---

Yes. It will create more traffic congestion. The burden of payment needs to be on the transit users and not motorists. Equity also requires that motorists have specific representation at the table on any CAC that is in direct proportion to the mode split.

---

Again I think the potential to serve as an impetus for densifying the corridor is great. I like the redundant service of MAX which is critical for travelers when there are service problems. This alignment is the most efficient. Underserved communities deserve transit investments. I'm less worried about gentrification and displacement-these concerns should not trounce investments in creating walkable, compact, and transit rich cities. It is the only way we will improve quality of life for all residents and meet the existential threat of climate change. That said, PBOT should be extremely intentional about how to partner with multiple actors to mitigate displacement.

---

I strongly support this alignment due to existing demand, existing density and it allows for a much more seamless connection to the existing Streetcar network than either of the other alignments.

---

slower traffic on Broadway and spaces activated that long have not been

---

You're irresponsible and/or corrupt and have zero idea what you are doing in ways that force people who think of these things to live there. I think Sandy and Broadway are great ideas - not a lot of residents exactly there. STOP MAKING THESE UNLIVABLE CIRCUMSTANCES. If people wanted to live in SF, they would. You're not helping anyone making heat and noise pollution pockets. Force developers to do spaces that are designed for 3-5+ or more - make them not make human cubicles. OUR LIVES ARE BAD ENOUGH AS IT IS AND OFTEN FROM PBOT DECISIONS. RETRO FIT A [REDACTED] BRIDGE LIKE A GROWN UP

---

It largely works fairly well as it is.

---

Broadway has had a streetcar in the past and could easily support another!

---

I like the connection to the Hollywood Transit Center

---

DK

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---

This plan puts streetcar through mixed residential/light retail through much of its course, and will be hampered by the Irvington Hysterical regulations.

---

This would lead to increased traffic and reduced parking in residential neighborhoods of Grant Park and Irvington. The city of Portland frequently and incorrectly discounts the impact of parking availability caused by these dense developments. Despite the hope that these residents will not have cars they do and it impacts parking. New buildings need more parking on site. I am concerned over these two issues (traffic and parking) which would degrade the quality of life for residents in this area.

---

Yes - the potential benefit to the Broadway commercial district is particularly exciting.

---

In Hollywood, we don't need any more density added. Adding density and mixed use without parking or even with it will denigrate what makes people attracted to this area. It is a balance and I don't think more density in the form of badly architected studio buildings etc etc is the way to go forward. Look at the building the Hollywood Library is in --- library on the bottom, mixed income housing with balconies, and parking back of the building. Why can't we have more buildings with this kind of thoughtfulness?

---

no

---

I think I would be most excited for this alignment due to the ease of connectivity to existing lines and I think travel times will benefit from this alignment

---

not really. I think Sandy is best option, now that I've reviewed all these.

---

Concerned about a negative impact to frequent bus service, MAX connections and bike infrastructure and low ridership on streetcar.

---

Intolerable traffic burden on residential area served by Knott from MLK to 42nd Ave. Intersection at 21st, 24th 33rd, and 42nd and Knott which have relative high volume traffic in morning and late afternoon (3-6:30 pm).

---

Bad impact on small businesses in the area and neighborhoods

---

No

---

Concerns about additional crime from the added mobility of petty criminals, drug addicts and mentally unstable individuals.

---

There are too many historic neighborhoods north of Broadway (Irvington/grant park) that could be negatively impacted by pushing redevelopment or multi-family expansions along a streetcar corridor.

---

This is the worst option. It doesn't offer any Substantial advantage over existing bus/max and has many negatives, whereas the Sandy variations have more new advantages and fewer downsides.

---

Not really sure.

---

Access for students in schools in the area, along one-way streets on Broadway and Weidler something demonstrated by transit malls downtown that is safer access for riders

---

Uneven development of the city

---

---

Broadway's a little easier to navigate on foot than Sandy. It would be nice to see a little more infill, more businesses and less lots, but when left up to developers they inevitably turn into towering condos. There are already plenty of multi-family residences in the area (like Sullivan's Gulch, Irvington) that are just large houses with multiple units, or stately-looking apartment buildings. Is there a way to preserve the historic character of the area by converting more pre-existing buildings to rental units, without having to build up towering concrete condos that are controlled by greedy developers?

---

The NE 24th area where Broadway & Weidler come together could be difficult

---

No

---

I do not see a high enough use of the street cars to justify the investment. I think this is a waste of resources.

---

I also wonder about a max stop at Fred Meyer... there is very little transit aside from busses from that area and I think it'd be good to make it more accessible.

---

Broadway is already a very busy street and impeding it with a streetcar would not offer any relief. In addition, Downtown workers will park in the neighborhoods and take the streetcar downtown, causing hardship on the homeowners and renters I live two blocks off Broadway. In addition, people will cut through the neighborhoods when Broadway gets backed up due to the streetcar.

---

Flow of traffic and parking would be adversely affected.

---

Yes, and same reiteration as I ranted about above. And thank you for adding this caring questioned again. ☐☐

---

Congestion in a critical biking area

---

I feel like the street car in general, is a good idea. It's just protecting residential neighborhoods from massive development that I would like to see.

---

Significant potential burdens and possible benefits. An area wide study that includes freeway on/offramp design, location, bus routes, MAX at 28th, bicycle access, and funding must be a part of this project.

---

This alignment better supports redevelopment north of I-84

---

Despite the Historic District in Irvington, much of the current multi-family housing south of Tillamook is Non-contributing and could easily be replaced with well designed buildings with three to four times more dwelling units under current zoning

---

I think the grant park zoning will limit the benefits here compared to the sandy option.

---

Existing Trimet line 77 already provides faster, more frequent service than streetcar will.

---

Development along this corridor should be thought about in conjunction with the Lloyd District, as well as Hollywood.

---

Slowing down traffic on a pedestrian-hostile street (Broadway) would be an enormous additional benefit for businesses and neighbors.

---

---

I really like that the street car would be close to me, and would hopefully reduce car traffic. I shop at this New Seasons and frequent the restaurants on Broadway. It's sad because Broadway has a huge amount of potential and it's really been gutted by all the car use, but people don't seem to understand if we increase foot traffic and decrease cars we can really get more businesses in the neighborhood and help them do well. I know some business owners are worried about rising rents, but I think if we find a way to make sure those small businesses are protected from full redevelopment, there's a way to serve the people and help businesses feel safe. One thing is for sure: the way Broadway is right now is absolutely not working. The whole road is becoming a huge eyesore and businesses are failing. They're failing because Broadway is used as a major corridor to just speed through. We can fix this if we prioritize people over cars.

---

Given that much of the alignment lies in a historic zone, I worry that redevelopment would be substantially inhibited compared to a Sandy alignment.

---

I don't think the same level of development would be possible along Broadway compared to Sandy

---

Please be sure that the new plan keeps/increases the accessibility of bike parking along the route. The installation of a streetcar line perhaps presents an opportunity to use the streetcar path to create a bike lane that would be separated from the car lanes by the streetcar line.

---

Nothing to be excited about here.

---

I own a home in the area marked by "review comprehensive plan designation" and I'm excited for the possibility of providing housing for more people in my neighborhood and for more businesses to open to meet that new demand.

---

I want to see more mixed income families in Grant Park neighborhood!

---

While Weidler and Broadway are thoroughfares, they are also closely tied to neighborhoods. Streetcars are loud and disruptive with their rumbling of the ground and surrounding land.

---

Displacement will be accelerated and wealth concentrated if community benefits are not required.

---

This is a bad route selection because growth isn't occurring here. Choose Sandy where the market is clearly growing exponentially.

---

Do not know

---

Yes, extreme loss of historic housing.

---

There is an opportunity here to make the Broadway commercial strip a vibrant destination for the larger neighborhood and community, but a solution will need to be found to deal with the high volume of traffic carried by Broadway into the downtown area if traffic capacity is reduced to provide amenities for pedestrians, bicycles, and streetcar users.

---

This alignment seems good, but not nearly as impactful as the Sandy alignments with respect to unlocking development opportunities.

---

Keep this area open for cars, since it connects to the freeway. Improve it for bikes, peds, and those coming from outside the walk zone, who want to visit the shops and restaurants.

---

no

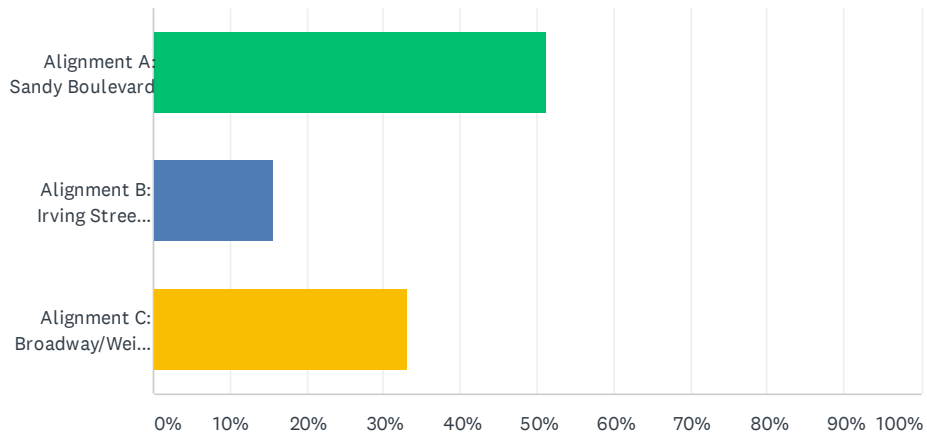
**PART 4:**

# Comparing Alignments



**Q22 On which alignment do you think a streetcar investment would most help the City make progress toward Comprehensive Plan and Climate Action Plan goals for improving economic prosperity, human and economic health, equity and resilience, and for reducing carbon emissions?**

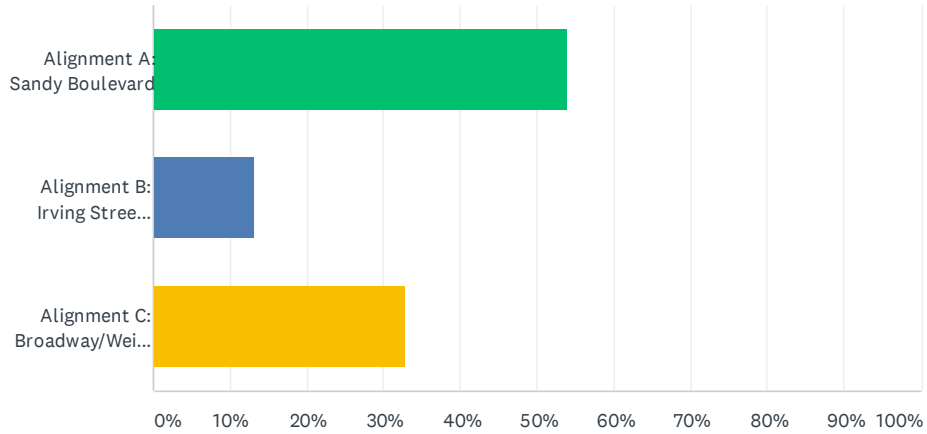
Answered: 115 Skipped: 6



ANSWER CHOICES	RESPONSES	
Alignment A: Sandy Boulevard	51.30%	59
Alignment B: Irving Street to Sandy Boulevard	15.65%	18
Alignment C: Broadway/Weidler	33.04%	38
TOTAL		115

### Q23 On which alignment do you think a streetcar line can best support economic prosperity through job creation, small business or micro enterprise opportunity, or serve existing jobs?

Answered: 113 Skipped: 8

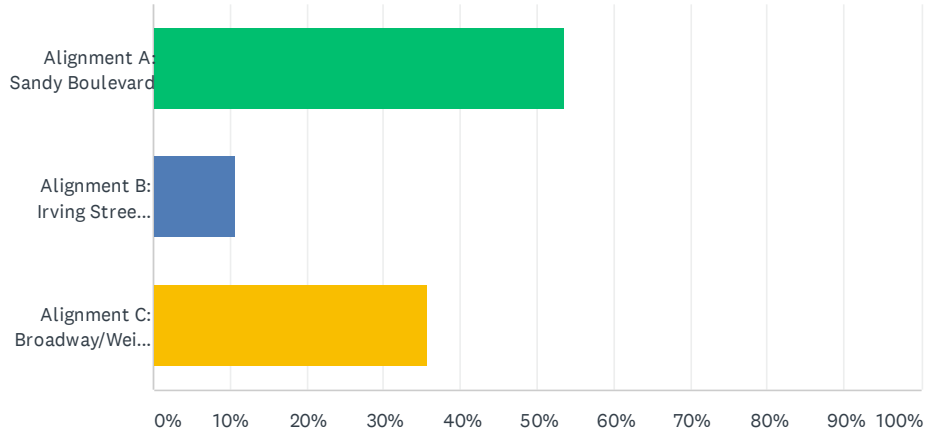


ANSWER CHOICES	RESPONSES	
Alignment A: Sandy Boulevard	53.98%	61
Alignment B: Irving Street to Sandy Boulevard	13.27%	15
Alignment C: Broadway/Weidler	32.74%	37
TOTAL		113



### Q24 On which alignment would a streetcar investment most improve access to affordable housing, middle-wage jobs, nature and recreation?

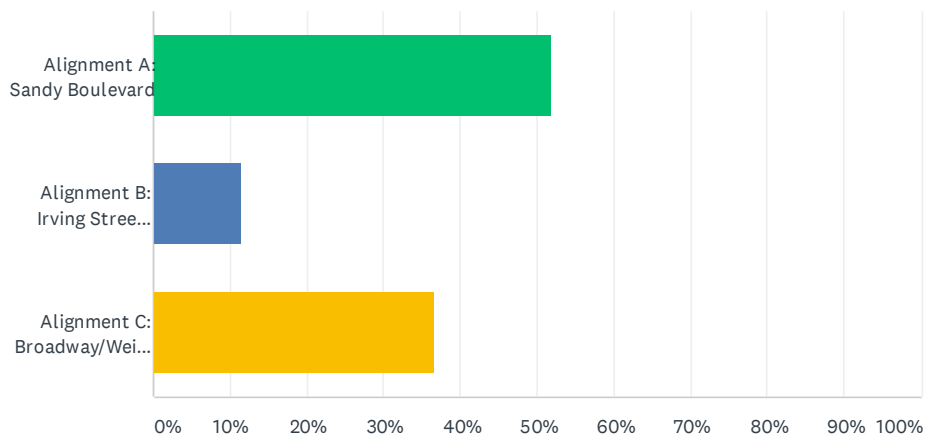
Answered: 112 Skipped: 9



ANSWER CHOICES	RESPONSES	
Alignment A: Sandy Boulevard	53.57%	60
Alignment B: Irving Street to Sandy Boulevard	10.71%	12
Alignment C: Broadway/Weidler	35.71%	40
TOTAL		112

### Q25 Which alignment do you think has the most opportunity to advance equitable outcomes through different development types/land uses, or a potential community benefits agreement?

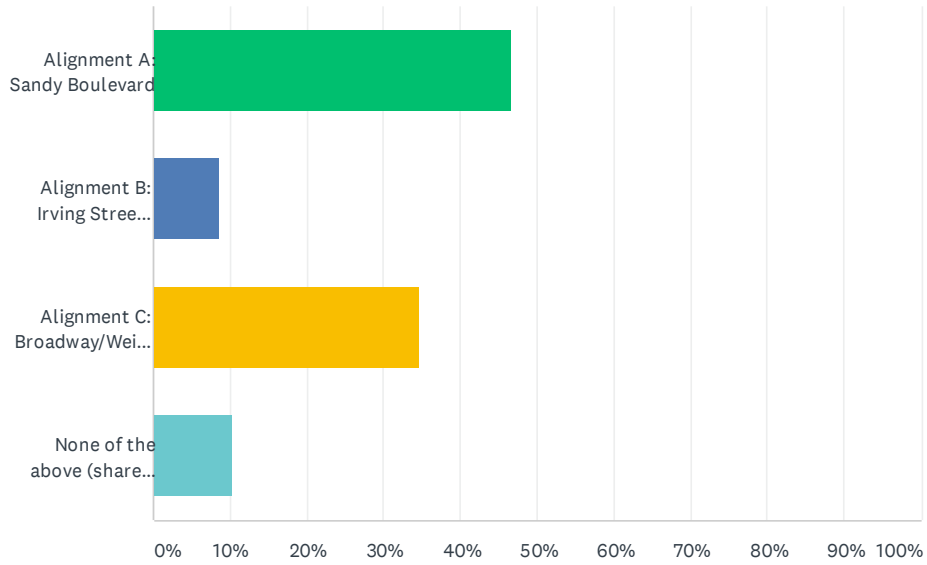
Answered: 112 Skipped: 9



ANSWER CHOICES	RESPONSES	
Alignment A: Sandy Boulevard	51.79%	58
Alignment B: Irving Street to Sandy Boulevard	11.61%	13
Alignment C: Broadway/Weidler	36.61%	41
TOTAL		112

## Q26 Which alignment best matches your preferred vision for future development of this area?

Answered: 118 Skipped: 3



ANSWER CHOICES	RESPONSES	
Alignment A: Sandy Boulevard	46.61%	55
Alignment B: Irving Street to Sandy Boulevard	8.47%	10
Alignment C: Broadway/Weidler	34.75%	41
None of the above (share your ideas)	10.17%	12
<b>TOTAL</b>		<b>118</b>

## Q27 Is there anything else you want to tell us about the three potential alignments?

Answered: 61 Skipped: 60

My highest priority is to keep the streetcar off Sandy Blvd, the major arterial in NE Portland.

---

no

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No

---

No

---

all alignments should run free of charge. development along any alignment should be charged accordingly to support no fare ridership

---

no

---

I can see that Sandy is also a good option with more potential for middle income jobs. As stated, my preference is Bway because I can see its limitations for me, but also for access and blue collar workers.

---

I would support the Broadway-Weidler alignment if affordable housing is part of the package.

---

No

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No

---

Nope

---

no the maps were too small for me

---

Tough deciding which one best - all look important!

---

No!

---

Not at this time

---

No

---

At this stage, there are not enough details to allow for a thorough decision making process. My experience with BPS is that the planners and the PSC do not listen to residents, and their very real concerns eg RIP.

---

Repeating my earlier comments. I do not support further streetcar lines in Portland. They waste money and increase congestion. Focus on express bus lanes and increase number of and frequency of bus routes.

---

Leave the east side alone. We don't want a street car. Fix existing issues before creating new ones.

---

They all have merit. I'd like to see more information about the current development/jobs/housing on Sandy and Broadway to know which has the most potential for growth.

---

This fetish this city has for rail needs to stop. Trimet ridership is down, not just with Covid, it's been declining for years. But yet you people think that wasting billions on commuter rail is the answer. You people over estimate ridership and need. No one wants to ride on pee covered seats because you can't do fare enforcement or keep the cars clean. You people need to pull your heads out of whatever hole it's in and do something that helps a majority of the people who live here and not a quaint few percent of the population. I would type more but my thumb hurts now.

---

Constructing a streetcar line to Hollywood is a total waste of transportation dollars. Equitable outcomes require the users of transit to pay their own way for what they utilize. Furthermore, CIVID19 is only the tip of the iceberg for future pandemics. Building a system that can only carry a limited number of passengers due to social distancing is foolish. The safest way to move about and protect one's self from getting infected is driving in an enclosed car.

---

please make it happen

---

Have any of you actually been poor? Like actually poor? And living here in this [REDACTED] and you cannot leave??? Just curious because this reads like yet another stupid plan by white liberals who genuinely have zero clue what they are doing and get abused every time by someone who takes advantage of lack of information, your lack of foresight and what is obviously blatant corruption -- because the e-scooter and Nike bike thing is not an okay way to expand without council information. If you're just going to be a press release booth for idiots and [REDACTED], why not take up the communications job with Ted Wheeler.

---

I would love to see more information about all of these. Don't you have information about which routes currently support the most affordable housing or car free households? Are the bus routes on these alignments currently inadequate?

---

Difficult to speak to the important equity considerations without knowing more about plans and public sector investments in the different areas

---

no

---

Streetcars are of very little value. They are very expensive and are not utilized very much. Connecting Hollywood to Downtown has some value, especially for supporting tourism (Convention Center users). But streetcar is not the best way to accomplish this. Consider exiting bus lines with electric buses, fleets of private electric vehicles for hire, or fleets of rental electric bicycles or scooters.

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The plan to have low income housing near transit centers need to be examined. I feel it would be best to have mixed income housing (market rate and low income) and not just large blocks of low income housing. I feel this integrates the neighborhood and reduces the risk for the potential downsides of low income housing. Although it may be antithetical in liberal Portland to say this the Hollywood Transit Center is already a blighted area due to houseless individuals (some with substance abuse issues/criminal activities) and I am hesitant to go there especially with friends visiting from out of the area. Adding large amounts of low income housing will only exacerbate this problem. I would propose also encouraging market rate housing to mitigate the impact of low income housing.

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The City needs to get input from the historically disenfranchised groups in the city, primarily the Black community, and let that advice guide this development. No more lip service—ACTION is what we need.

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I prefer, in order, Sandy, Broadway/Weidler, Irving.

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no

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Great, comprehensive work you've put together so far. Too bad most residents won't ever see it, and because most NIMBY-ers won't read it, they won't understand the benefits. Sandy represents the biggest opportunity to set the tone for future development. Broadway is finished growing. Irving is weird, unsure why it's an option here.

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No

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Perhaps the money would be better invested in improving transportation from East Portland to jobs and nature

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Sandy! Sandy! Sandy!

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No

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Overall I do not support a streetcar installation over, say, increased bus frequency. Is there a large enough segment of the population who would rather take the streetcar than the bus? Enough to merit an entire lane of infrastructure wholly devoted to the streetcar? It would seem just as effective to improve the bus service - make buses more comfortable and open, cleaner, more "safe" feeling, more frequent. I say this as a Grant Park homeowner who does not own a car, and before COVID, would commute downtown to work on a daily basis. More, better buses sharing Broadway with cars makes sense to me. Improving greenways in side streets makes sense to me. Shunting the cars to the side lanes while empty streetcars occasionally ride down the tracks in the middle? Not so much.

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Sandy Blvd probably makes the most sense- as there is more room to include cars and streetcar. without as much parking reduced. But personally I like the Broadway/Weidler option as it is closest to where I live and would benefit the most people. But I am NOT excited about increased development in the area- we already have enough, Sandy is better for this.

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Do not expand streetcar in any of them.

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Why not electric busses?

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Nothing other than vehemently already expressed. ☐ Thank you for giving us this survey.

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As a resident of Hollywood, the Broadway Weidler option is the best.

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Comprehensive multi modal transit planning should occur prior to selecting any route. A workable connection from Broadway/Sandy to HTC that does not worsen existing traffic congestion or negatively impact existing business (e.g. Trader Joe's) must occur.

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For transit riders, out of direction travel is one of the most frustrating experiences. At NE Grand and 7th, Hollywood is directly to the east, so traveling south as far as Burnside or even Irving represents a huge dis-incentive to use the service. Likewise with a shared Transit Only lane west of NE 24th, transfers would be easy between the through service on Streetcar and the three lines that continue to the east, south and north. Again, these bus lines would need to be upgraded to left boarding vehicles.

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I think Broadway would best be served with increased capacity/frequency bus service

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I honestly want to do all three. I wish we didn't have to choose. We're so far behind other cities throughout the world it's just shameful. I'm also sad that this is going to take 10 - 15 years to be completed. Why can't we move faster? We know that adding these types of transportation options benefits the community, so it's frustrating to always see things take so long to be implemented. I say do all three and let's start now!

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I'm very concerned about the difficulty of making a transfer from the streetcar to the MAX for any of the alignments. Given the signals, traffic, and stairs, it appears that the connection would take at least 10 minutes which essentially ensures that the connection will not happen in practice. Furthermore, none of the alignments fundamentally improve transit access through the areas because they are duplicating good bus service. So, from a transit perspective this is a waste of money. But, if you want to use it to increase density of inner NE Portland, have at it.

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I hope whichever alignment is chosen, that this comes to fruition!

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Its great that you're thinking about more low-carbon public transit! Please be sure your planning looks for opportunities to work with (and perhaps improve) bike transit as well! Thanks!

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I believe that it's very important that these connect very closely to the Hollywood Transit Center.

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This seems fun but not like the best use of city money. I don't think it does much in terms of improving transportation. I hope it can lead to more affordable housing in inner NE and SE.

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Irving makes no sense. It may look possible on a map, but there's no foot traffic. It's low-rise commercial, out of the way, and not much of a destination.

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Scrap streetcar and go with BRT

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The NE alignment along Sandy is where the need is today. This should be the route for NE and based upon the amount of investment and growth occurring it should be the priority far ahead of the Market Park expansion in NW. Also it meets the "Equity" goal better.

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No

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nope thanks for asking.

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The southern half of Irvington is already the 2nd most densely populated area of the city outside of the downtown core. While there are significant opportunities to grow this density, even in the Historic District by adaptive reuse of historic buildings and replacement of non-historic ones, this would mean displacing a significant number of residents whose median income is currently below that of the city as a whole. There appear to be more "greenfield" type sites with less displacement potential along the two Sandy Blvd. variants which have the potential to create more new housing with relatively less displacement. Still, as an Irvington resident, I would look forward to a Broadway streetcar line especially if it was to be coupled with meaningful improvements along Broadway to make it really pedestrian and streetcar-rider friendly.

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I hope this happens! I live and work in this neighborhood and would love to see it—especially on Sandy!

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no

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None

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