

Montgomery Park to Hollywood

Urban Design Concepts
Northeast Study Area

June 30, 2021



PBOT
PORTLAND BUREAU OF TRANSPORTATION





Downtown

The Pearl

Central Eastside

Burnside Bridgehead

Lloyd District

Buckman

Benson High School

Lloyd Center

Kerns

Sullivan's Gulch

Fred Meyer

Laurelhurst

North Laurelhurst

NE Broadway Street

Hollywood Transit Center

Hollywood Theater

Hollywood

Sandy Boulevard



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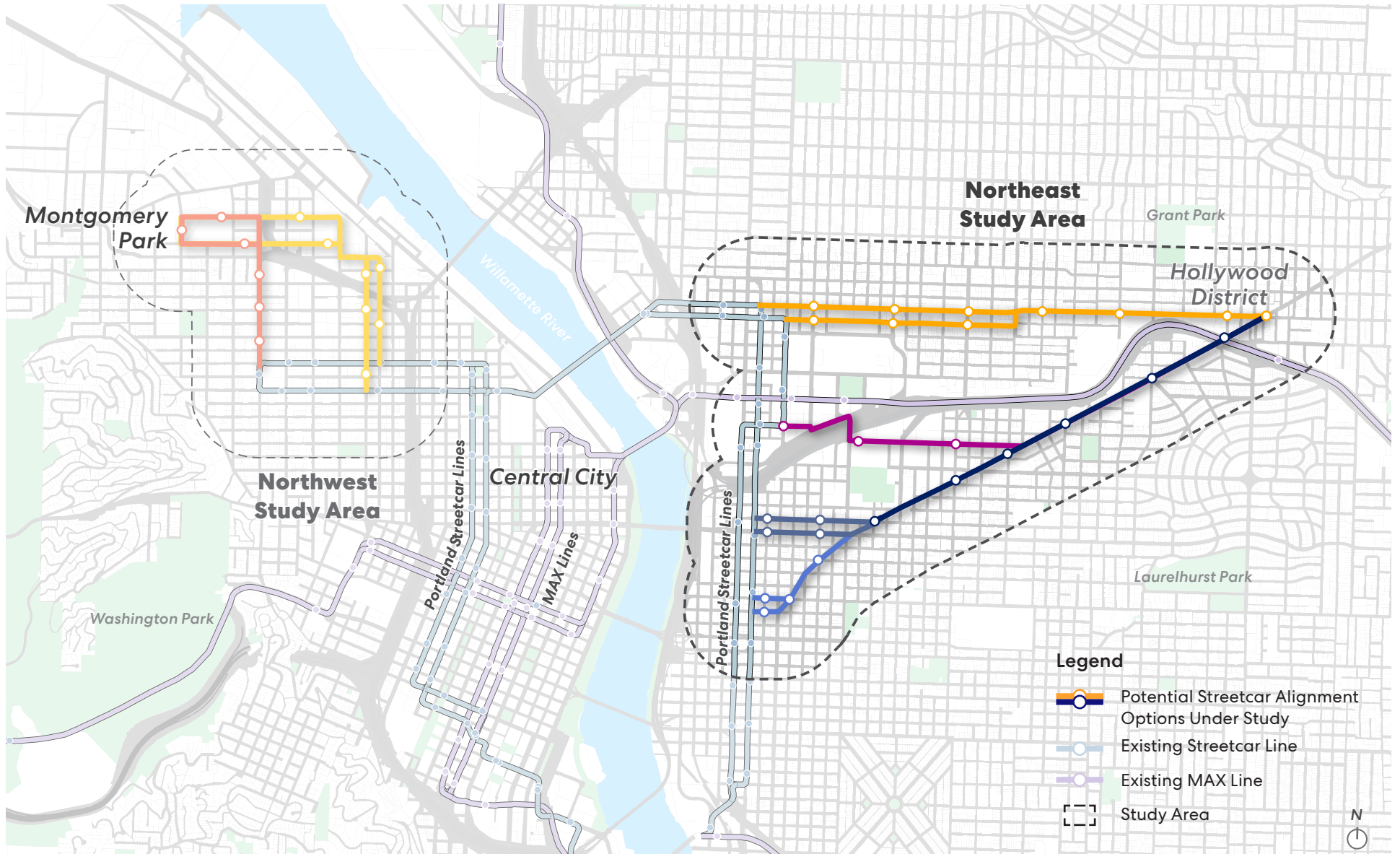
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Overview

The Montgomery Park to Hollywood Transit and Land Use Development Strategy (MP2H) aims to create an equitable development plan for future transit-oriented districts in Northwest Portland (extending from the Central City to Montgomery Park) and Northeast Portland (extending from Central City to the Hollywood District). This project is co-led by the City of Portland's Bureau of Planning and Sustainability (BPS) and Portland Bureau of Transportation (PBOT), in partnership with Metro.

The Urban Design Concepts for the Northeast Portland Study Area is a document that outlines an aspiration vision for future transformation of the Northeast District. This vision includes recommendations and best practices for land use and community infrastructure that upholds the 2035 Comprehensive Plan's vision for prosperous, equitable, transit-oriented communities. All scenarios consider opportunities for economic development and community benefits to support the City's racial equity, climate justice, employment, and housing goals.



Study Area Map



Planning Goals

The Urban Design Concepts were guided by the following planning goals developed by the City of Portland project team.



Support City of Portland's 2035 Comprehensive Plan and Climate Action Plan goals for reducing carbon emissions and for improving human and environmental health, equity and resilience.



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, under-represented communities and those most vulnerable to impacts from land use and transportation proposals have **an opportunity to meaningfully participate in the planning process, and to benefit from project outcomes.**

Advance equitable outcomes by developing community benefits strategies to accompany land use decisions and transportation investments.



Streetcar extensions not only sparked housing construction, but also led to the formation of unique, identifiable neighborhoods. The Kerns, Rose City Park, and Hollywood neighborhood's started as streetcar communities with housing clustered around a retail core.

—The Hollywood and Sandy Plan (2000)





2

Northeast Study Area

The Streetcar Era (late 1800's – 1930) shaped Portland's Inner Eastside. The extension of streetcars, trolley coaches, and motor coaches eastward catalyzed the planning and development of some of Portland's most beloved neighborhoods, such as Buckman, Kerns and Irvington.

Montgomery Park to Hollywood study explores options to extend the Streetcar to Hollywood Town Center to serve as an organizing element for compact transit-oriented growth. This is an opportunity to build upon Portland's historic development patterns of tree-lined streets, diverse housing options, mixed use development to support a growing economy, and inclusive open spaces for the entire community. Further, this is an opportunity to support the Comprehensive Plan's target of creating resilient, equitable transit-oriented communities.



As early as the 1920s, the Hollywood District was developing into a center of community activity – a “town center” – for fast-growing east side neighborhoods like Laurelhurst, Alameda, and Rose City Park. Similarly, Sandy Boulevard, with its trolley line and paved auto lanes, served a vital function as both a transportation link with downtown Portland and as a location for community shopping and gathering. Sandy Boulevard was the ‘main street’ for early northeast neighborhoods.

— The Hollywood and Sandy Plan (2000)

The Alignments

The Northeast Study Area includes three potential streetcar alignments to Hollywood Town Center: NE Sandy Boulevard (Alternative A), NE Irving Street to NE Sandy Boulevard (Alternative B), and NE Broadway – Weidler Couplet (Alternative C).

Each alignment includes maps, images, and descriptions to highlight the features of each alternative within a ¼ mile buffer area including:

- Relationship to the 2035 Comprehensive Plan, including Town and Neighborhood Centers, Civic and Neighborhood Corridors, Transit Corridors, City Greenways, and Existing Parks.
- Land use and zoning designations within the study area. This includes parcels that should be considered for re-zoning in the future to support transit-oriented development.
- Areas that have the potential to catalyze future development along the corridor, including a 10-minute walkshed of vacant and underutilized properties as well as key ‘opportunity sites’ identified within each alternative.

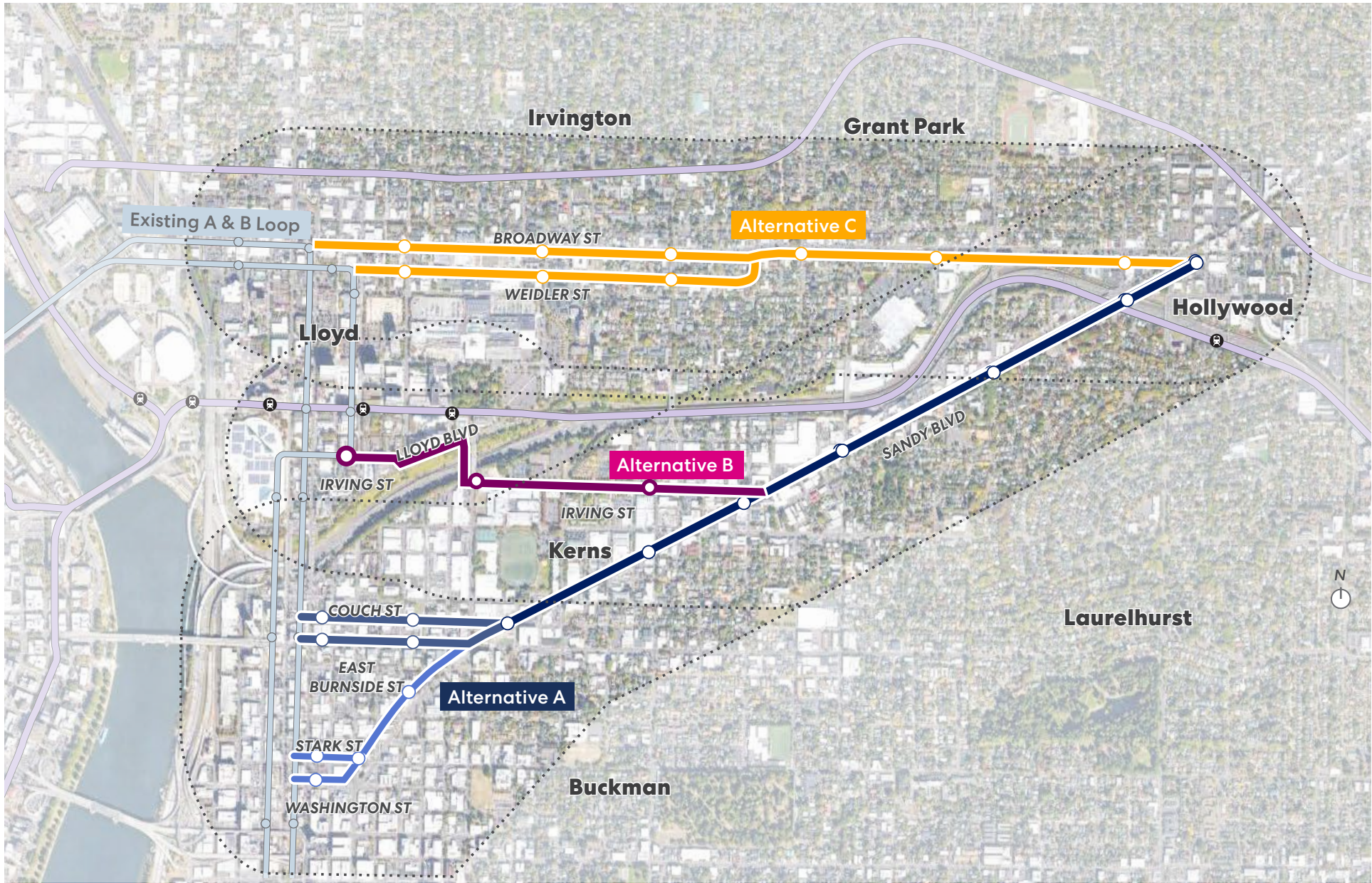
Transportation-specific infrastructure investments such as the transit corridors’ relationship to streets previously prioritized for active transportation such as the Green Loop and the need for seamless transit connections to MAX Light Rail Service.

Why are these alignments under consideration?

Each of the three streetcar route alignments are viable options to connect the existing streetcar system to Hollywood Town Center. They are generally along major civic corridors – arterials slated to absorb job and household growth as well as investments in multi-modal transportation. The alignment ¼ mile study areas cover many different districts, including portions of the Lloyd District, Central Eastside Industrial District, the Banfield Portal as well as the Hollywood District and several “inner ring” neighborhoods.

Future Studies

Additional planning and transportation engineering will be required to determine a preferred Northeast Alignment, the spacing and siting of transit stations along the route as well as more detailed street plans and profiles.



Northeast Alignments and Study Areas

Alignment A:

Sandy Boulevard

The Vision

Realize the Comprehensive Plan vision of NE Sandy as a dense multimodal Civic Corridor. Connect the Burnside Bridgehead to the Hollywood District with enhanced transit, linking nodes of intense mixed use development that serve and knit-together the adjoining neighborhoods.



Alignment B:

Irving Street to Sandy Boulevard

The Vision

Foster a new urban mixed-use district centered on Irving between 12th and 24th, transforming several large suburban-style office sites, adding open space, making connections to the Lloyd District, and highlighting several landmarks such as the Sunshine Dairy, 700 NE 22nd, and the Franz Bakery.



Alignment C:

Broadway/ Weidler Street

The Vision

Further the vision of NE Broadway as a key Civic Corridor. Connect major nodes at the Lloyd District, NE 33rd Avenue and the Hollywood District by revitalizing the main street commercial areas, and creating distinct places linked by an enhanced transit line.





Vacant and Underutilized Sites

The development opportunities identified in the following urban design evaluations is based on the City of Portland's Buildable Lands Inventory (BLI). The BLI capacity model identifies parcels that are currently vacant or underutilized and therefore more likely to be redeveloped. For more information about the City's BLI capacity model: <https://www.portlandonline.com/portlandplan/index.cfm?c=54647>

According to the City of Portland's Bureau of Planning and Sustainability, in 2015 there were 946 lots in the eastside study areas identified as vacant or underutilized, totaling about 280 acres. On these parcels approximately 25,200 additional housing units and 40,000 additional jobs could be accommodated under current zoning. The largest opportunities for redevelopment are in the 0.5 to 3 acres sized sites, which could accommodate up to 10,000 additional housing units. For vacant sites, based on analysis of the City of Portland's Bureau of Planning and Sustainability data, medium sized lots 3 to 5 acres in size have the highest capacity for jobs (about 9,100 jobs).

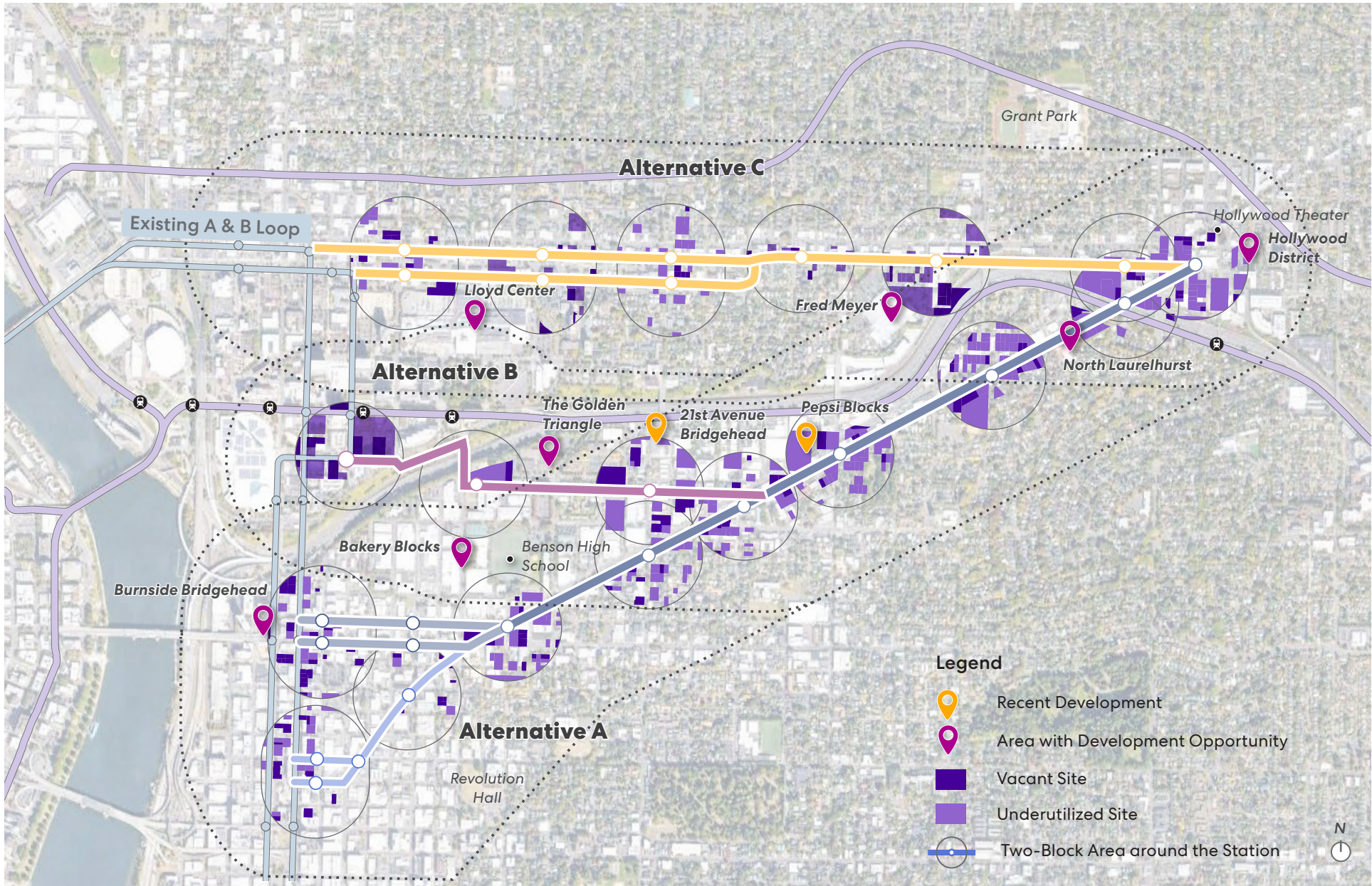
The development opportunities alternatives focus on vacant and/or underutilized sites within a 2-block radius from a potential streetcar stop and the largest opportunity sites that span across the study area.



Dairy Apartments Proposed at 21st Avenue Bridgehead



Master Plan for Pepsi Blocks



Northeast Recent Development and Opportunity Areas

Alignment A:

Sandy Boulevard

The Vision

Realize the Comprehensive Plan vision of NE Sandy as a dense multimodal Civic Corridor. Connect the Burnside Bridgehead to the Hollywood District with enhanced transit, linking nodes of intense mixed use development that serve and knit-together the adjoining neighborhoods.

Context

The Alignment

Alternative A features two potential connection points to the existing streetcar system: at Burnside/Couch Street or at Washington/Stark Street. The streetcar alignment would then continue along Sandy Boulevard to Hollywood Town Center.

The connection points at Burnside/Couch and Washington/Stark are one-way couplets. Sandy Boulevard is a wide enough right-of-way to accommodate a bi-directional tracking.

The Neighborhoods

Sandy Boulevard is one of Portland's most important Civic Corridors, extending through five centers slated for substantial population growth over the next 20 years: Central City, Kerns, Hollywood, Roseway, and Parkrose.

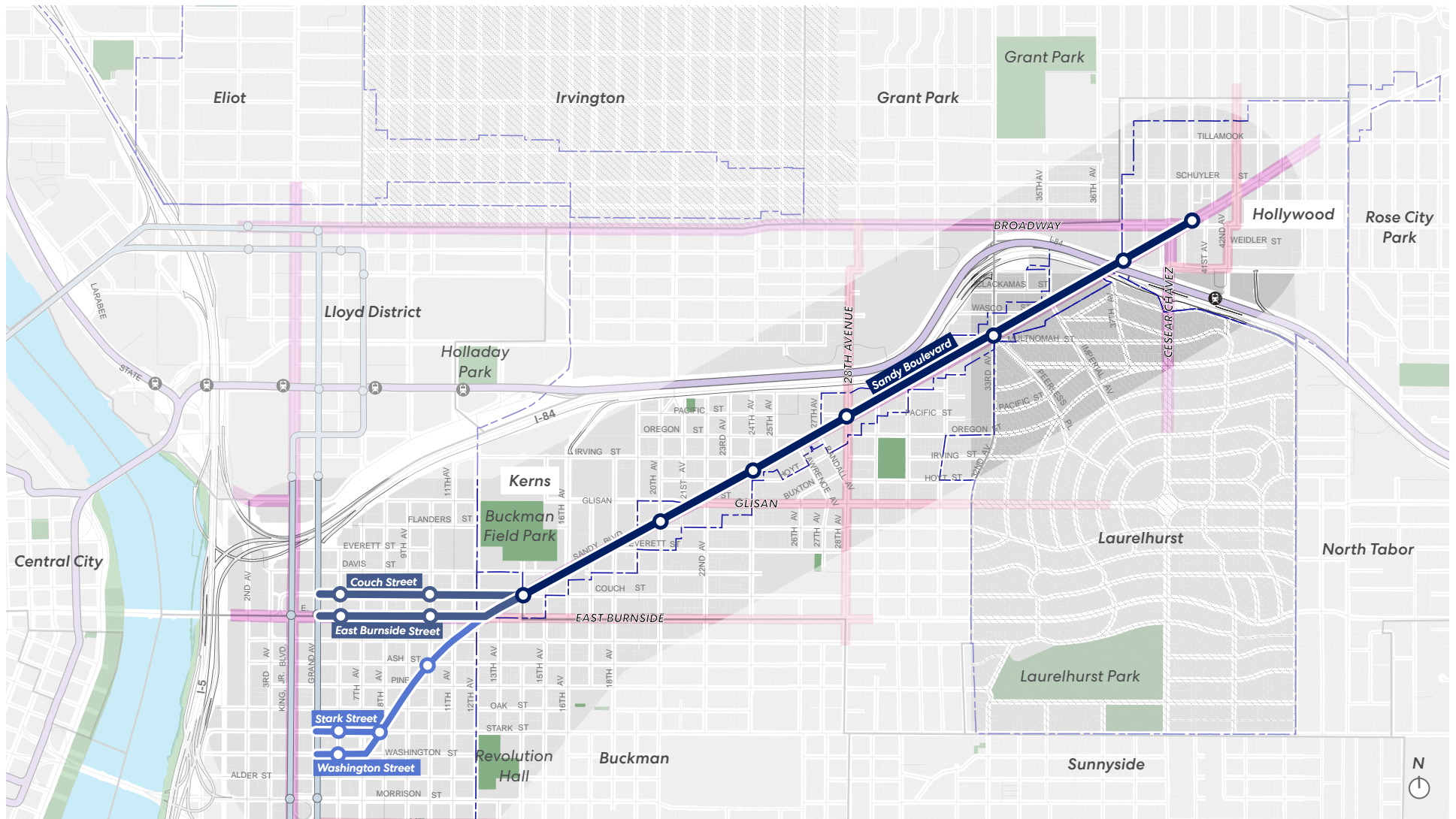
Over the past 10 years, Sandy Boulevard has experienced a major development boom – seeing thousands of new housing units, commercial, and retail come online.

The segment of the Central Eastside within the study area consists of a mix of low- to mid-rise commercial and industrial developments.

The segment of Kerns within the study area is characterized by a mix of low-rise commercial

development, interspersed with residential buildings, including some larger mid-rise apartments.

The historic Laurelhurst residential neighborhood lies to the south of Sandy before it crosses the freeway and enters the mixed-use Hollywood Town Center.



Neighborhood and Planning Context

Legend

- Proposed Streetcar Alignment
- Existing Streetcar Alignment
- Existing Max
- Civic Corridor
- Neighborhood Corridor
- Plan District
- Existing Park
- Historic/Conservation District
- Neighborhood

Land Use & Urban Form

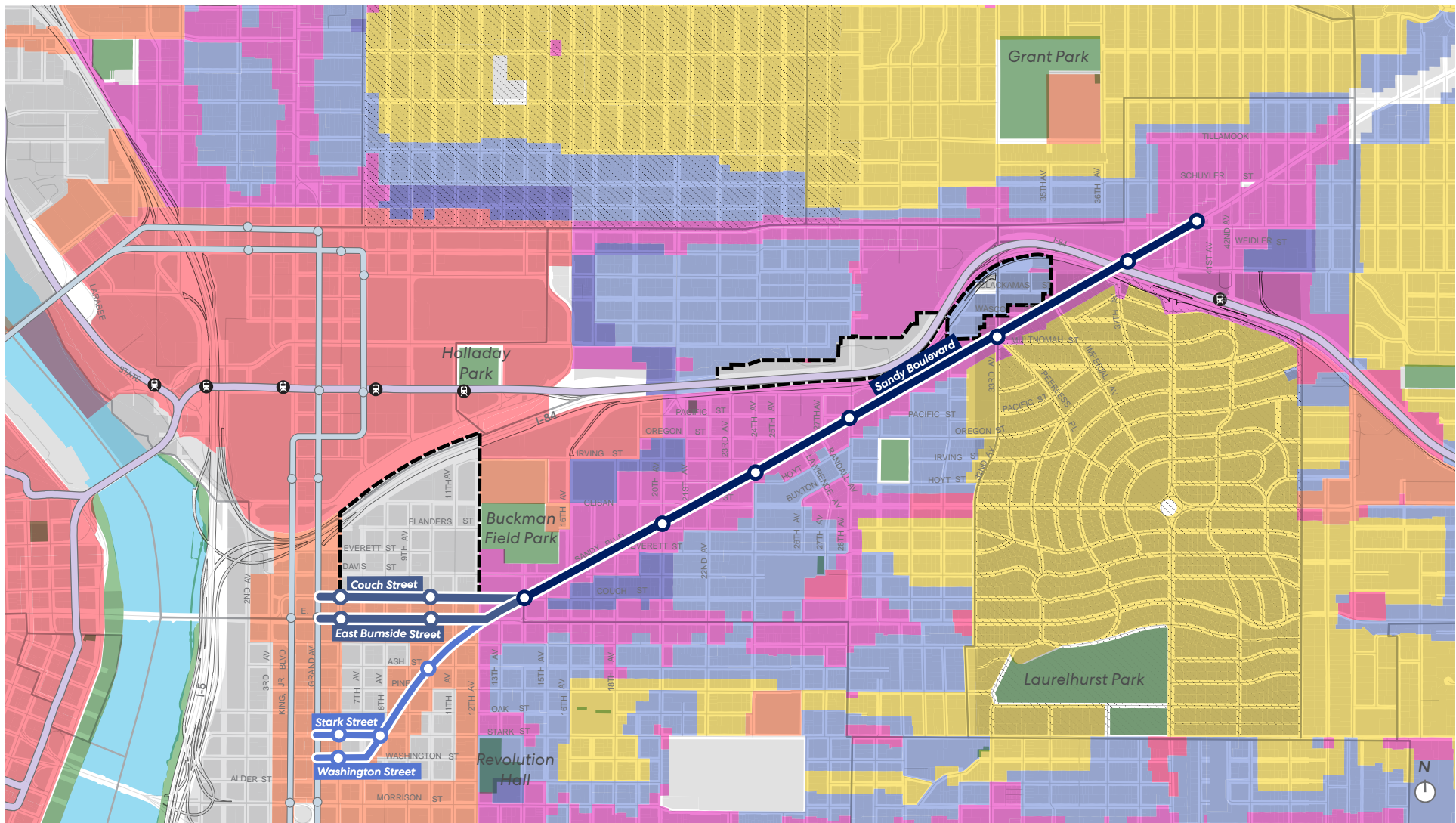
The 2035 Comprehensive Plan was updated with land-use and zoning designations in and around the Hollywood Town Center and along key corridors such as NE Sandy.

Alternative A is generally supported by medium density commercial / mixed use and multi-dwelling residential land-use designations.

The Laurelhurst Neighborhood is designated with lower density single dwelling zones and has historic landmark protections.

The Central Eastside Industrial District, which is part of the Central City, contains Industrial Uses. Per the Central City 2035 Plan, these areas are zoned IG1 in the Central Eastside subdistrict, which allows for a wide range of employment uses.

For Consideration: to support transit-oriented development, the City of Portland should evaluate if parcels currently zoned industrial should be reconsidered for other uses if Alternative A is selected as the preferred streetcar alignment. Where not constrained by historic districts, other parcels with low-intensity mixed use or residential zoning should also be reevaluated.



2035 Comprehensive Plan Land Use Designation along Sandy Boulevard Alignment

Legend

- | | | |
|---|--|--|
| Central Employment | High Density Multi-Dwelling | Industrial |
| Central Commercial | Medium Density Multi-Dwelling (includes R2.5) | Review Comprehensive Plan Designation/Existing Zoning |
| Mixed-Use | Single Dwelling Residential | |

Development Opportunities

5-Minute Walkshed

While Sandy Boulevard has absorbed thousands of new housing units over the past decade, there is still a wealth of vacant and/or underutilized parcels within a 5-minute walkshed of potential stations. Heading northeast towards Hollywood, the number of sites with redevelopment potential at the station areas increases dramatically. This can be seen at the NE 28th Avenue/Sandy Boulevard and NE 32nd Avenue/Sandy Boulevard intersections.

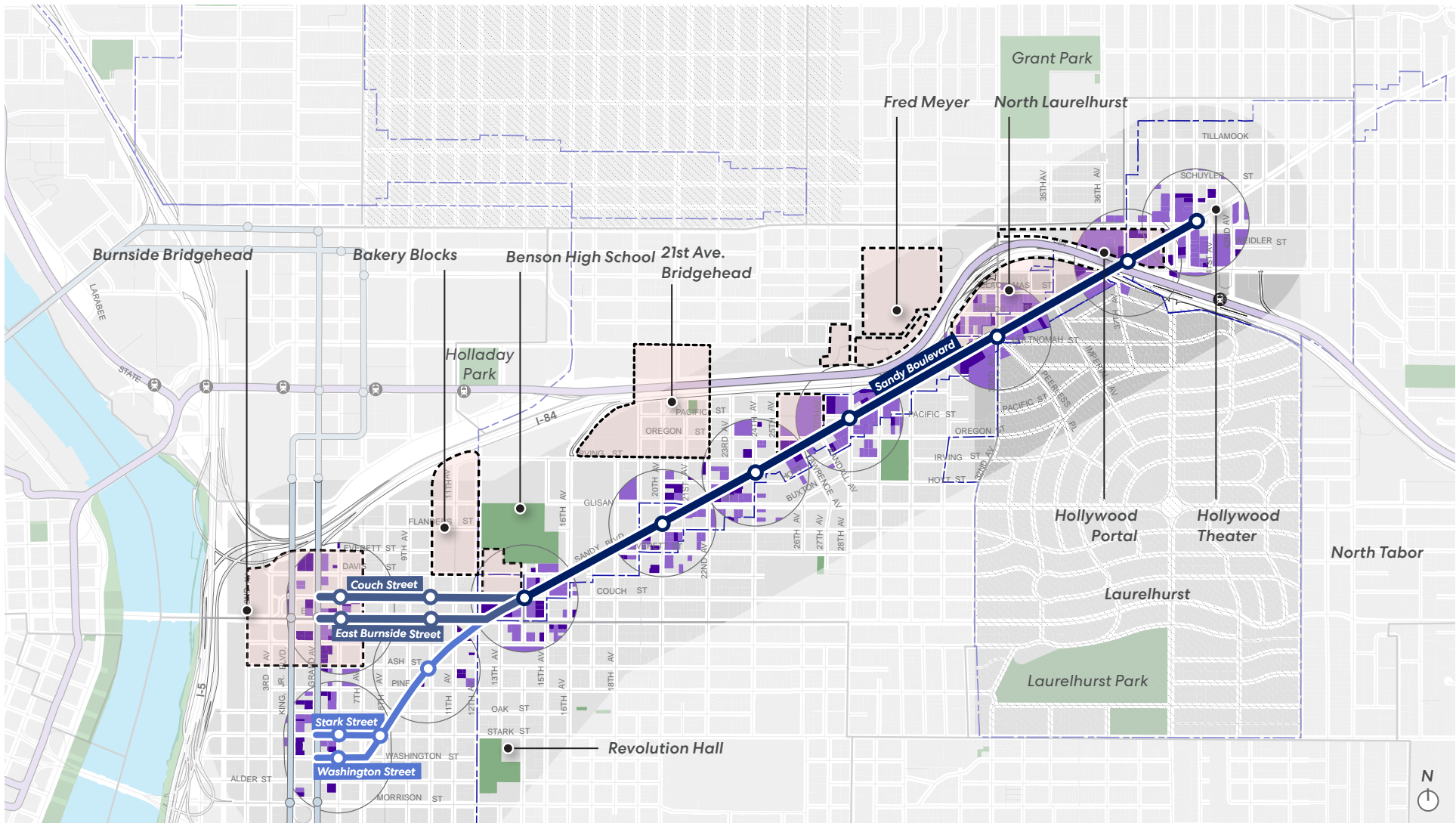
7. The Hollywood Portal (Northeast Broadway area)

Potential development limitations include Laurelhurst Historic District and nearby industrially-zoned properties.

Key Opportunity Sites

Alternative A also features several large, prominent 'opportunity sites' with potential for thousands of housing units and jobs. Future development opportunity sites along this Alternative include the following, from west to east:

1. Burnside Bridgehead
2. Franz Bakery Blocks
3. The 21st Avenue Bridgehead
4. The Pepsi Blocks
5. The Fred Meyer Site
6. North Laurelhurst (North of Sandy)



Development Opportunity

Legend

- Vacant Site
- Underutilized Site
- Opportunity Site
- Two-Block Area around the Station

Transportation

Transit

Alternative A connects to existing transportation infrastructure, including MAX at Hollywood and bus lines at Martin Luther King Jr. Boulevard / Grand Boulevard; NE 11th/12th Couplet, NE Glisan, and at Cesar Chavez Boulevard.

City of Portland should develop a station area plan for creating a seamless connection between Hollywood Transit Center to the proposed Streetcar stop at Sandy Boulevard and NE 40th Avenue.

Active Transportation

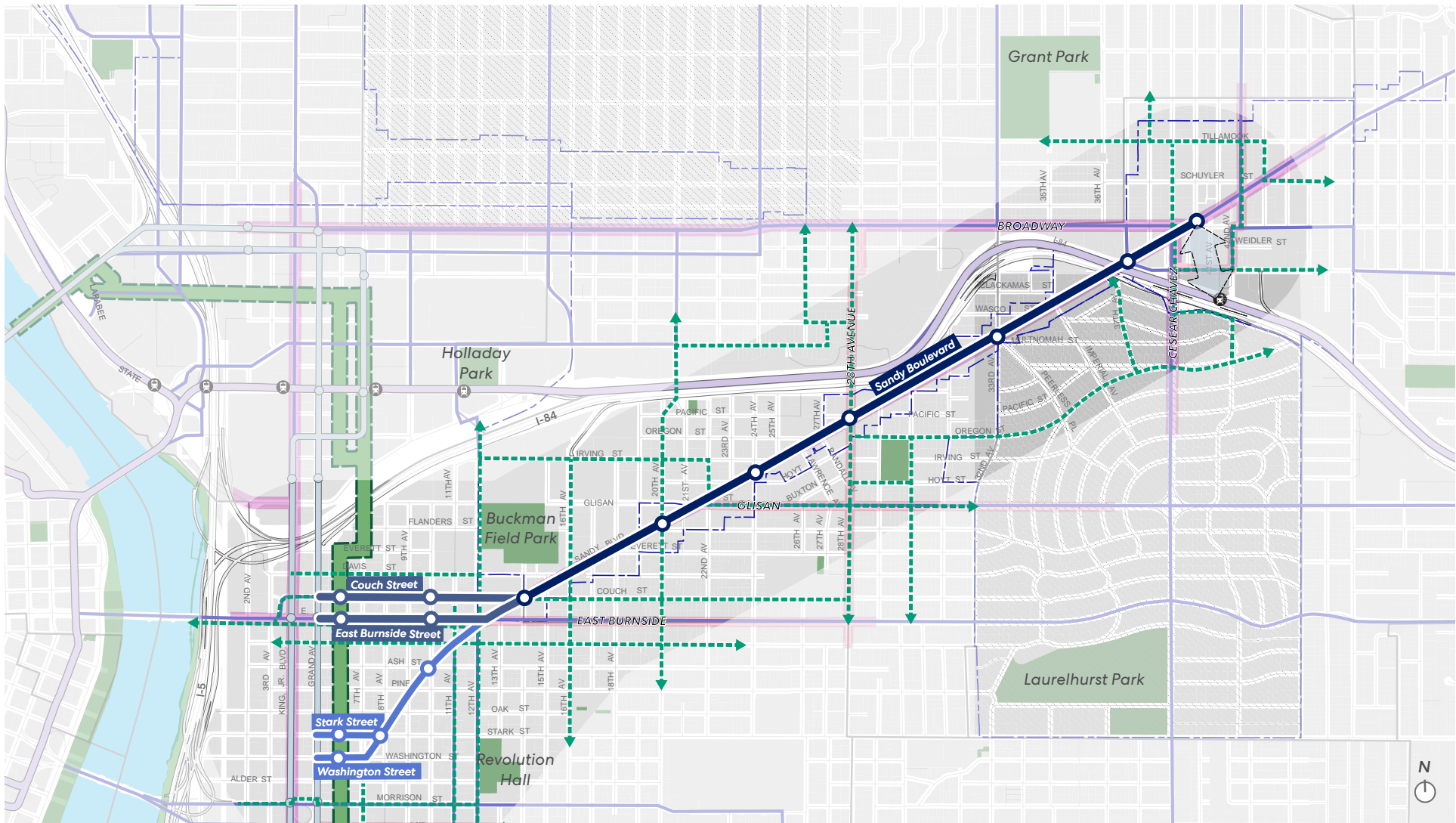
The two potential connection points to the existing streetcar system, at Burnside/Couch Street or at Washington/Stark Street, would both intersect with the proposed Green Loop alignment on SE/NE 6th Avenue. This would ensure a seamless connection to the proposed linear park, allowing riders to cross into the Lloyd District via the Earl Blumenauer Pedestrian/Bicycle Bridge and south towards OMSI and South Waterfront via Tilikum Crossing.

City of Portland should evaluate street design alternatives on 6th Avenue to ensure that the streetcar station and tracks are not in conflict with the Green Loop.

The siting of streetcar stations along Alternative A are aligned with City Greenways identified in the City's Transportation Systems Plan. This includes north/south connections on NE 20th to the 21st Avenue Bridge and NE 28th Avenue.

Seamless Mobility

- Provide access to multiple transportation options at station – walking biking, public transit, shared mobility, and private vehicles.
- Design complete streets to support multi-modality in the public right-of-way.
- Prioritize efficient pick-up and drop-off along curbs to better serve shared mobility services.
- Design clear and accessible wayfinding tools to navigate the study area, ensuring users can make transit connection in a timely manner.



Transportation Connection

Legend

- Civic Corridor
- Neighborhood Corridor
- City Greenway/Bikeway
- TriMet Bus Lines
- The Green Loop
- Seamless Transit Connection

Alignment B:

Irving Street to Sandy Boulevard

The Vision

Foster a new urban mixed-use district centered on Irving between 12th and 24th, transforming several large suburban-style office sites, adding open space, making connections to the Lloyd District, and highlighting several landmarks such as the Sunshine Dairy, 700 NE 22nd, and the Franz Bakery.

Context

The Alignment

Alternative B ties into the existing streetcar system at NE Martin Luther King Boulevard and NE Irving Street. The streetcar would then cross I-84 on the 12th Avenue Bridge, running along Irving Street until it reaches Sandy Boulevard.

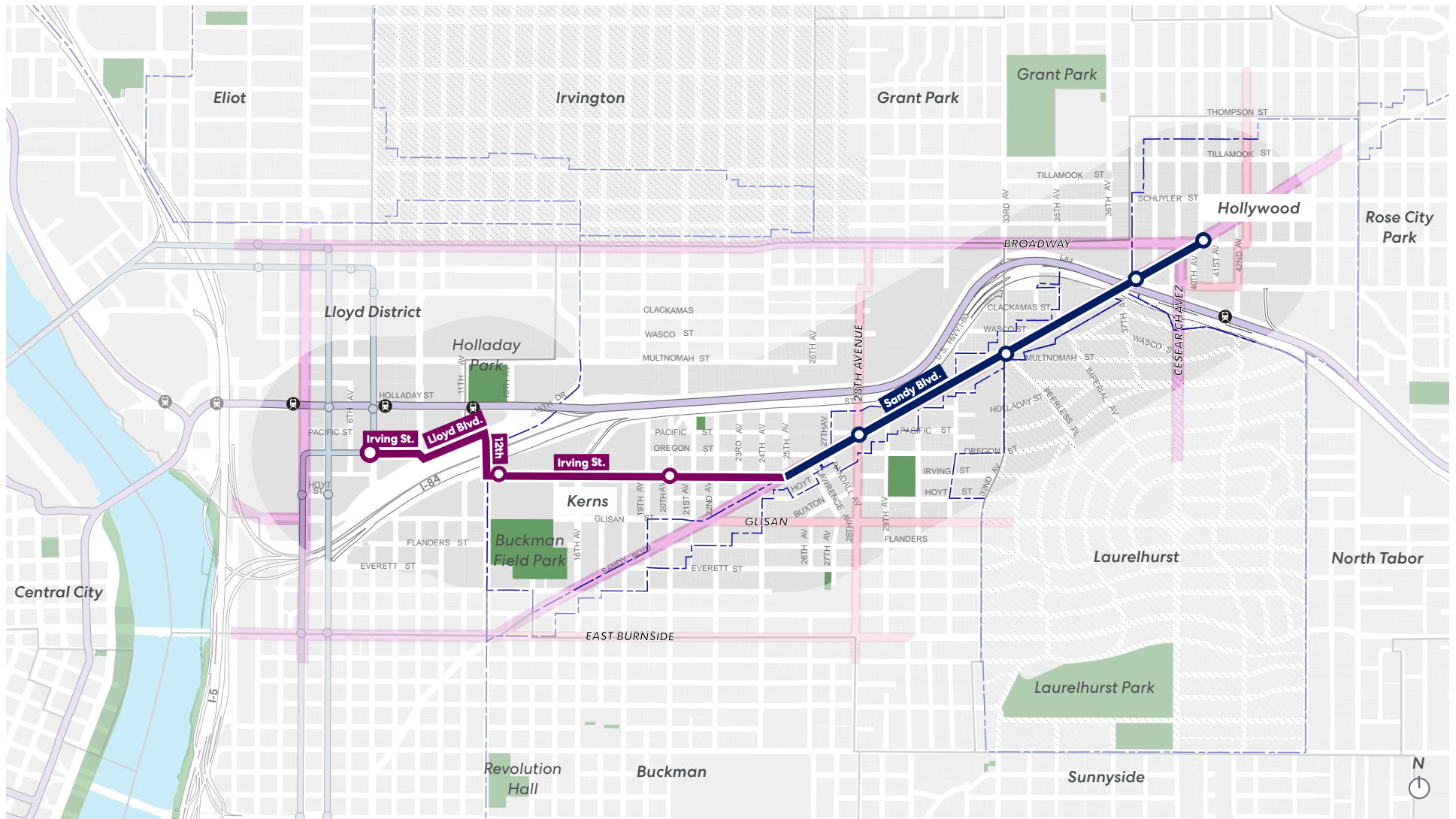
The Neighborhood

The Alternative B alignment starts in the Lloyd District, one of the Central City's fastest growing districts. The station at NE Martin Luther King Jr. and Irving Street is near several regional attractions such as the Oregon Convention Center and new Convention Center Hotel, Moda Center, Holladay Park and the Lloyd Center Mall.

The Lloyd District is also a major government / employment center – the first station is directly adjacent to Metro Regional Government Headquarters as well as the State of Oregon offices.

The Kerns neighborhood north of Sandy Boulevard is an eclectic mix of multi-family / 'missing middle' housing development, suburban office compounds, and historic industrial / manufacturing spaces. This area has seen substantial redevelopment over the past 10

years. Several industrial uses and long-time anchors such as Sunshine Dairy Foods Company (at NE 21st) and Pepsi (at NE 26th) have moved out of the area, and are being considered for redevelopment as mixed use sites.



Neighborhood and Planning Context

Legend

- Proposed Streetcar Alignment
- Existing Streetcar Alignment
- Existing Max
- Civic Corridor
- Neighborhood Corridor
- Plan District
- Existing Park
- Historic/Conservation District
- Neighborhood

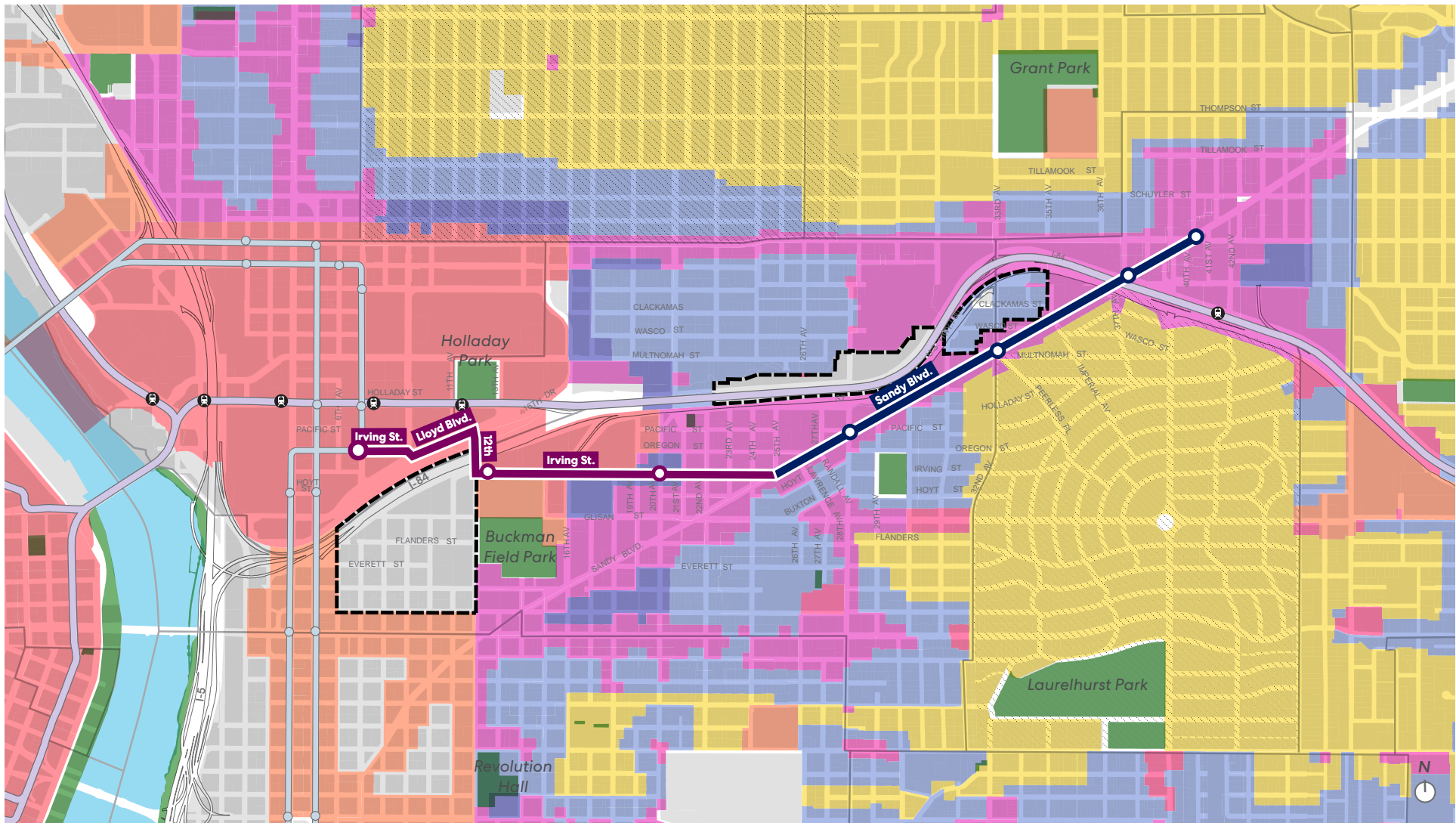
Land Use & Urban Form

The Central City 2035 Plan was updated with land-use and zoning designations in the Lloyd District, allowing for high-density mixed-use development.

The 2035 Comprehensive Plan was updated with land-use and zoning designations in and around the Kerns neighborhood that reflects its current fabric, allowances for multi-dwelling development, commercial and manufacturing, and a mixed-use urban center. There is greater emphasis on fostering more medium density commercial / mixed-use development.









As Alternative B merges with Sandy Boulevard, the alignment adheres to both the opportunities and constraints found in Alternative A.

If Alternative B is selected as the preferred streetcar alignment to support transit-oriented development, the City of Portland should evaluate if parcels currently zoned industrial should be reconsidered for other uses. Where not constrained by historic districts or other constraints, parcels with low-intensity mixed use or residential zoning should also be reevaluated. The parcels in the Central Eastside Industrial District are less crucial in this alternative. There should be more emphasis on consideration of the industrial parcels on the northern side of I-84 and the multi-dwelling parcels in the area referred to in this document as 'North Laurelhurst'.



2035 Comprehensive Plan Land Use Designation along Sandy Boulevard Alignment

Legend

- | | | | | | |
|---|--------------------|---|-------------------------------|--|---|
|  | Central Employment |  | High Density Multi-Dwelling |  | Industrial |
|  | Central Commercial |  | Medium Density Multi-Dwelling |  | Review Comprehensive Plan Designation/Existing Zoning |
|  | Mixed-Use |  | Single Dwelling Residential | | |

Development Opportunities

5-Minute Walkshed

There is significant redevelopment potential within the 5-minute walkshed at the NE MLK Boulevard / NE Irving Street station. The walkshed includes the Oregon Square project as well as a collection of surface parking lots and single-story auto-oriented buildings.

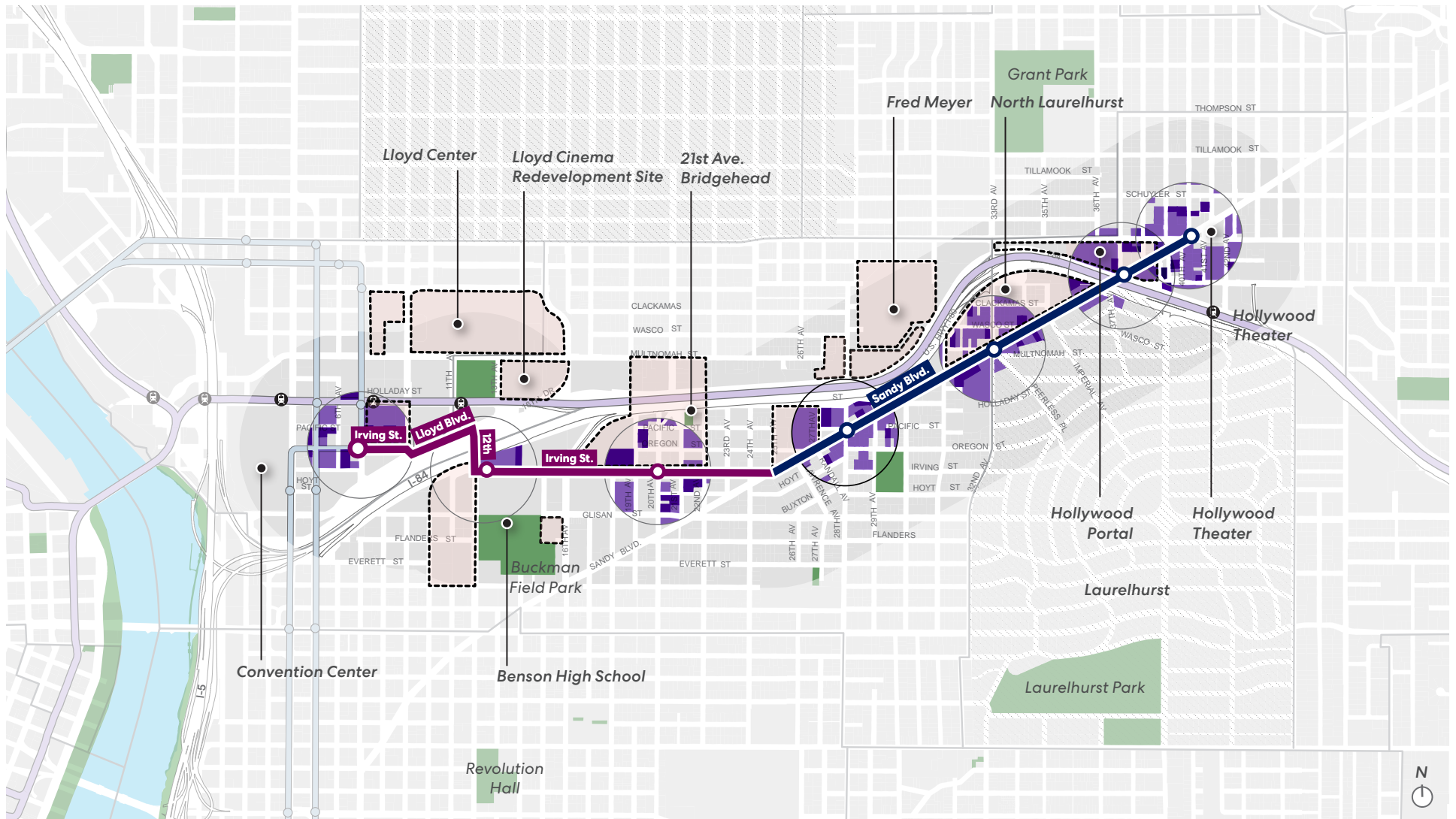
As Alternative B turns onto Sandy Boulevard, the alignment runs adjacent to a significant number of underdeveloped parcels along the route to the Hollywood Town Center. The Sandy Boulevard stops that will be captured in this alignment are at the following cross streets: 28th Avenue, 33rd Avenue, 37th Avenue, and 40th Avenue.

Key Opportunity Sites

- The Alternative B study area captures major Lloyd District redevelopment sites such as Lloyd Center and Lloyd Cinema Site – both multi-acre sites with plans for future redevelopment.
- The portion of the alignment through the Kerns Neighborhood captures several major redevelopment sites including Franz Bakery, the irregular parcels adjacent to I-84 and the 21st Avenue Bridgehead. The northern portion of the bridgehead now prominently features

the TwentyTwenty Apartments, an 8-story, 162-unit condo project. The Dairy Apartments on the Sunshine Dairy site is proposing a 7-story, 261-unit development.

- As Alternative B turns onto Sandy Boulevard, it is in close proximity to the Pepsi Blocks, the Fred Meyer Site, North Laurelhurst area, and the Hollywood Portal.
- Potential development limitations include Laurelhurst Historic District and nearby industrially-zoned properties.



Development Opportunity

Legend

- Vacant Site
- Underutilized Site
- Opportunity Site
- Two-Block Area around the Station

Transportation

Transit

Alternative B connects to existing transportation infrastructure, including MAX at NE 11th and Hollywood, and bus lines at MLK/Grand; 11th/12th; Glisan; and Cesar Chavez/Hollywood.

City of Portland should establish a station area plan for creating a seamless connection between the proposed station at 12th Avenue (next to Benson Technical High School) to the MAX station at NE 11th. Similar to Alternative A, additional transportation investments are needed to ensure a seamless connection from the MAX station at Hollywood TC. This could include the following:

- Sidewalk improvements and installation of new signalized intersections;
- Protected bicycle infrastructure to accommodate age 8 to 80 riders;
- Micro-mobility hubs including BIKETOWN bike share and scooter facilities.

12th Avenue Bridge: The bridge will have to be re-constructed to accommodate the streetcar crossing. This capital improvement project is listed in the TSP Major Projects List as the following:

- Replace the existing fracture-critical and seismically-deficient 12th Ave Bridge

(Bridge #025) over I-84 and railroad tracks with a new structure. Provide multimodal transportation improvements on the new structure.

- There is no timeline associated with this project.

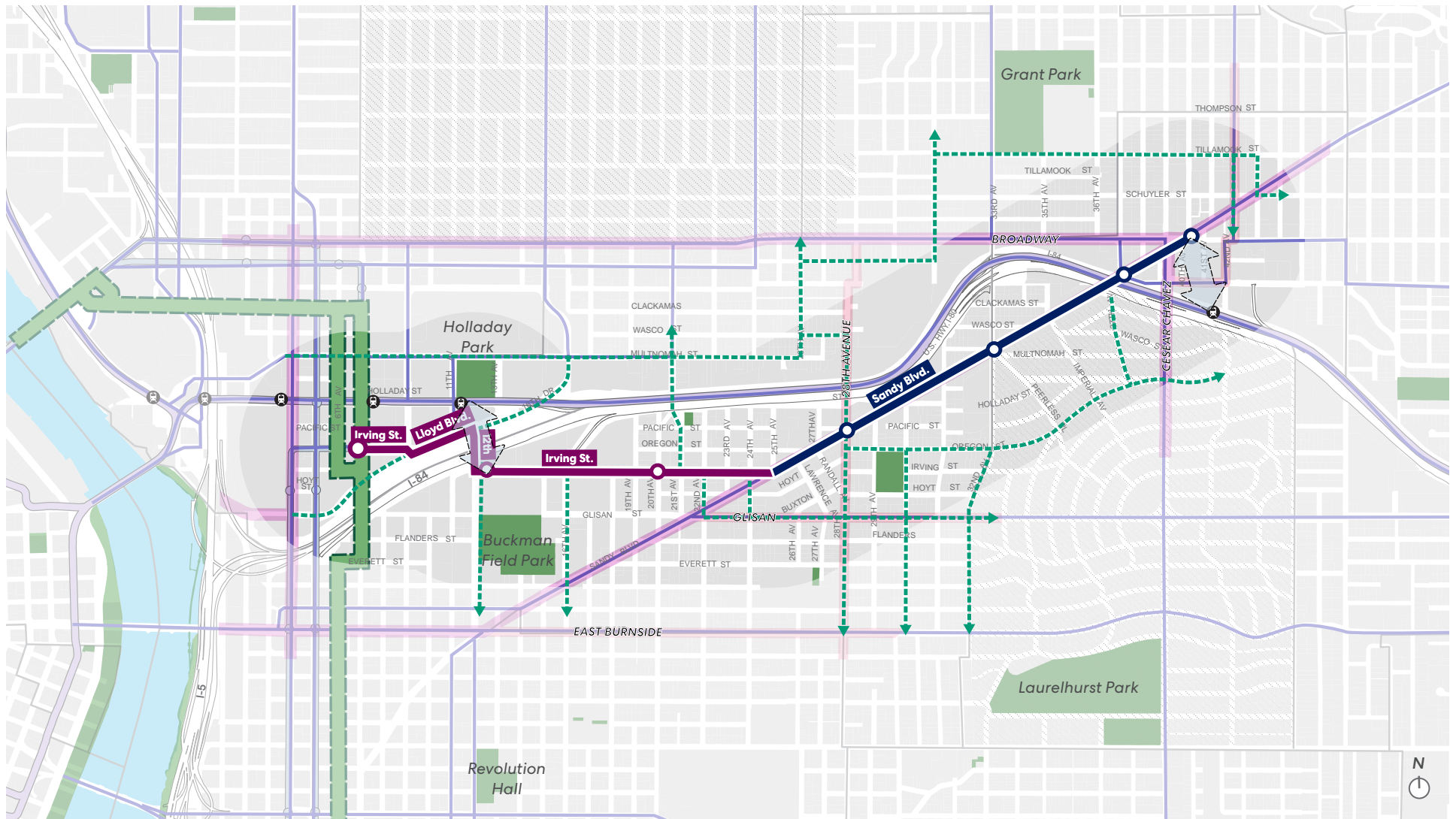
Active Transportation

The Green Loop: The Irving Street station crosses with the Green Loop's NE 7th Avenue alignment. The station can serve as a major mobility hub allowing for transit riders to ensure a seamless connection to the proposed linear park, allowing riders to cross into the Central Eastside Industrial District via the Earl Blumenauer Pedestrian/Bicycle Bridge and north towards the Rose Quarter.

NE Lloyd Boulevard: According to the Adopted Central City In Motion Final Report, Lloyd Boulevard will be redesigned to accommodate a two-way protected bikeway on the south side of the street. The bikeway will connect to the Blumenauer Bicycle and Pedestrian Bridge.

Future studies will determine how the street configuration will accommodate the streetcar and how it crosses onto the newly built 12th Avenue Bridge.

The alignment connects to N-S neighborhood greenways at major intersections such as 20th and 28th. These are low-stress, family-friendly bike connections on low-traffic, low-speed streets.



Transportation Connection

Legend

- Civic Corridor
- Neighborhood Corridor
- City Greenway/Bikeway
- The Green Loop
- Seamless Transit Connection
- TriMet Bus Lines

Alignment C:

Broadway/ Weidler Street

The Vision

Further the vision of NE Broadway as a key Civic Corridor. Connect major nodes at the Lloyd District, NE 33rd Avenue and the Hollywood District by revitalizing the main street commercial areas, and creating distinct places linked by an enhanced transit line.

Context

The Alignment

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

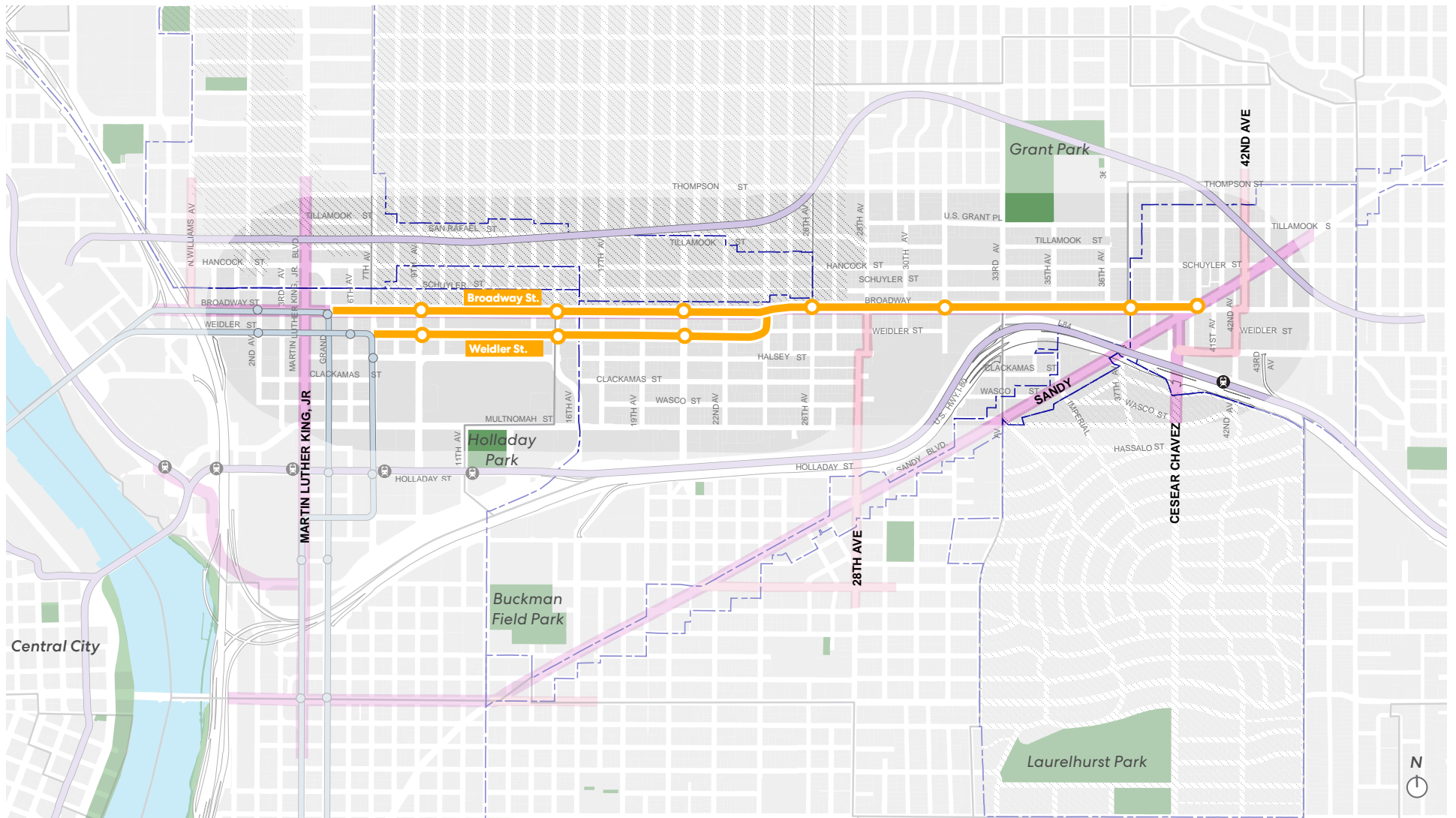
The Neighborhood

The NE Broadway/NE Weidler couplet is the northern boundary between the Central City and northeastern neighborhoods such as Eliot, Irvington, Sullivan's Gulch, and Grant Park.

The urban fabric is a direct result of the historic Broadway Streetcar line, which ran along NE Broadway until 1948. These are examples of early twentieth century 'streetcar suburbs' and as a result, the Eliot neighborhood has been designated as a conservation district and Irvington neighborhood as a historic district. The Irvington historic district boundary extends to the northern parcels along NE Broadway from NE 7th Avenue to NE 28th Avenue.

The Sullivan's Gulch and Grant Park neighborhoods north of NE 24th Avenue are an eclectic mix of new mixed-use development such as Grant Park Village, historic one- to two-story

commercial properties, and civic spaces such as Grant High School. This area also contains the Broadway Fred Meyer, a potential large 'opportunity site'.



Neighborhood and Planning Context

Legend

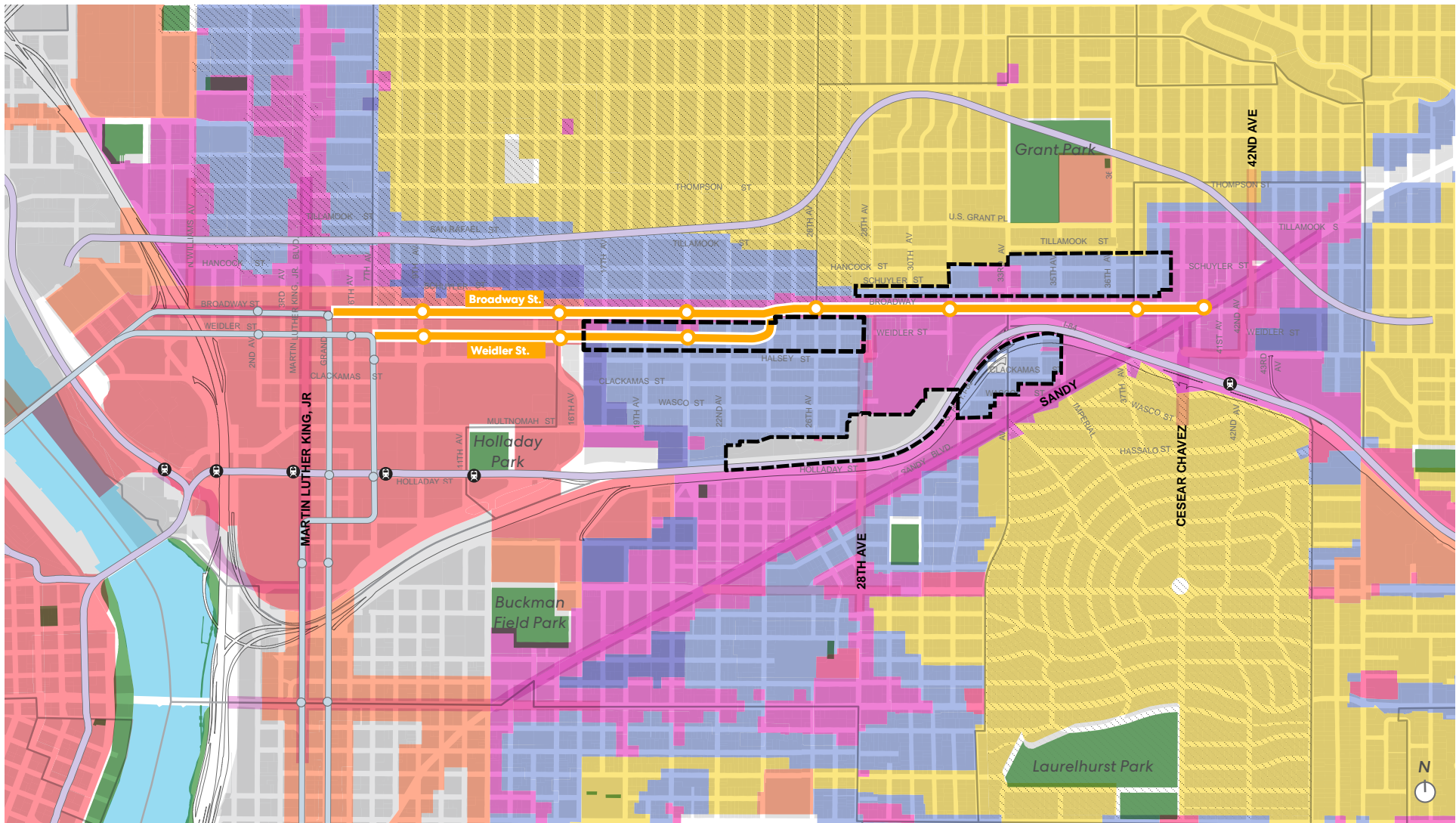
- Proposed Streetcar Alignment
- Existing Streetcar Alignment
- Existing Max
- Civic Corridor
- Neighborhood Corridor
- Plan District
- Existing Park
- Historic/Conservation District
- Neighborhood

Land Use & Urban Form

The adjacent parcels along the western segment of the NE Broadway/NE Weidler Corridor were updated in the Central City 2035 plan to allow for high-density mixed-use development.









However, the northern parcels are within the Irvington Historic District and therefore development must meet additional historic resource protection provisions.

For Consideration: If Alternative C is selected as the preferred streetcar alignment to support transit-oriented development, parcels north of NE Broadway Street, that are currently zoned for multi-family units, should be considered for high density mixed-use development. Where not constrained by historic districts or other constraints, parcels with low-intensity mixed use or residential zoning should also be reevaluated. This also applies to the industrial parcels on the northern side of I-84 adjacent to the Fred Meyer site and the multi-family parcels in the area referred to in this document as 'North Laurelhurst'.



2035 Comprehensive Plan Land Use Designation along Sandy Boulevard Alignment

Legend

- | | | | | | |
|---|--------------------|---|-------------------------------|--|---|
|  | Central Employment |  | High Density Multi-Dwelling |  | Industrial |
|  | Central Commercial |  | Medium Density Multi-Dwelling |  | Review Comprehensive Plan Designation/Existing Zoning |
|  | Mixed-Use |  | Single Dwelling Residential | | |

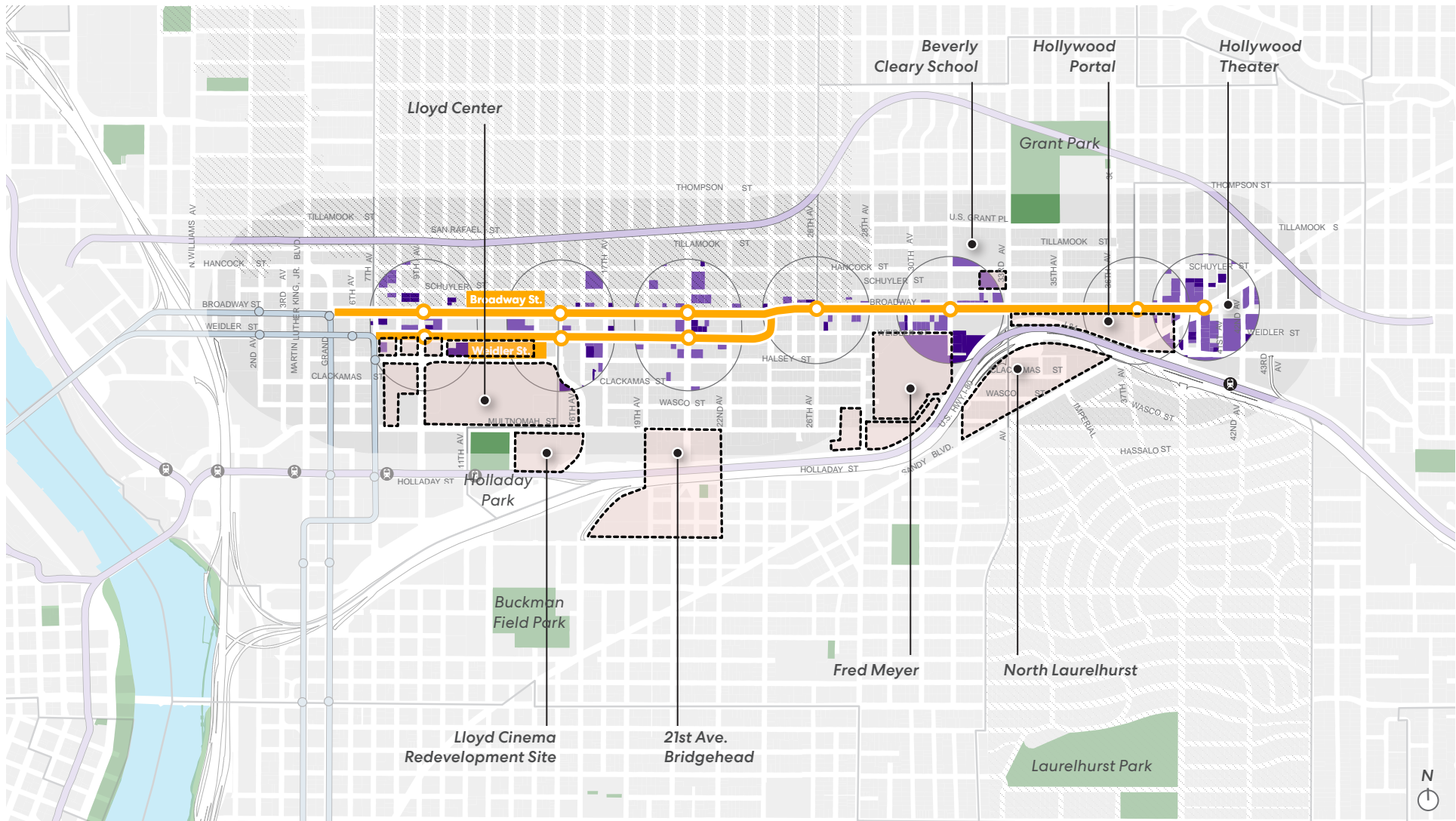
Development Opportunities

5-Minute Walkshed

The 5-minute walksheds along the NE Broadway/ NE Weidler Corridor capture relatively few vacant and/or underutilized parcels. The largest concentration of soft sites is located at Hollywood Town Center, the end-of-line for the streetcar service.

Key Opportunity Sites

- The Alternative C study area captures major Lloyd District redevelopment sites such as Lloyd Center and Lloyd Cinema Site – both multi-acre sites with future plans for redevelopment. Unlike the Alternative B study area, the smaller blocks along NE Weidler are also captured.
- The portion of the alignment through the Grant Park / Sullivan’s Gulch neighborhoods is predominately focused on southern sites such as the Fred Meyer Site and the Hollywood Portal. This is largely due to Grant Park’s predominately single-family housing, and the limited depth of lots and zoning to the north.
- Opportunity sites south of I-84 are captured in the study area including the 21st Avenue Bridgehead and North Laurelhurst area.



Development Opportunity

Legend

- Vacant Site
- Underutilized Site
- Opportunity Site
- Two-Block Area around the Station

Transportation

Transit

Alternative C connects to existing transportation infrastructure, including MAX at NE 11th and Hollywood, and bus lines at MLK/Grand; 11th/12th; Glisan; and Cesar Chavez/Hollywood.

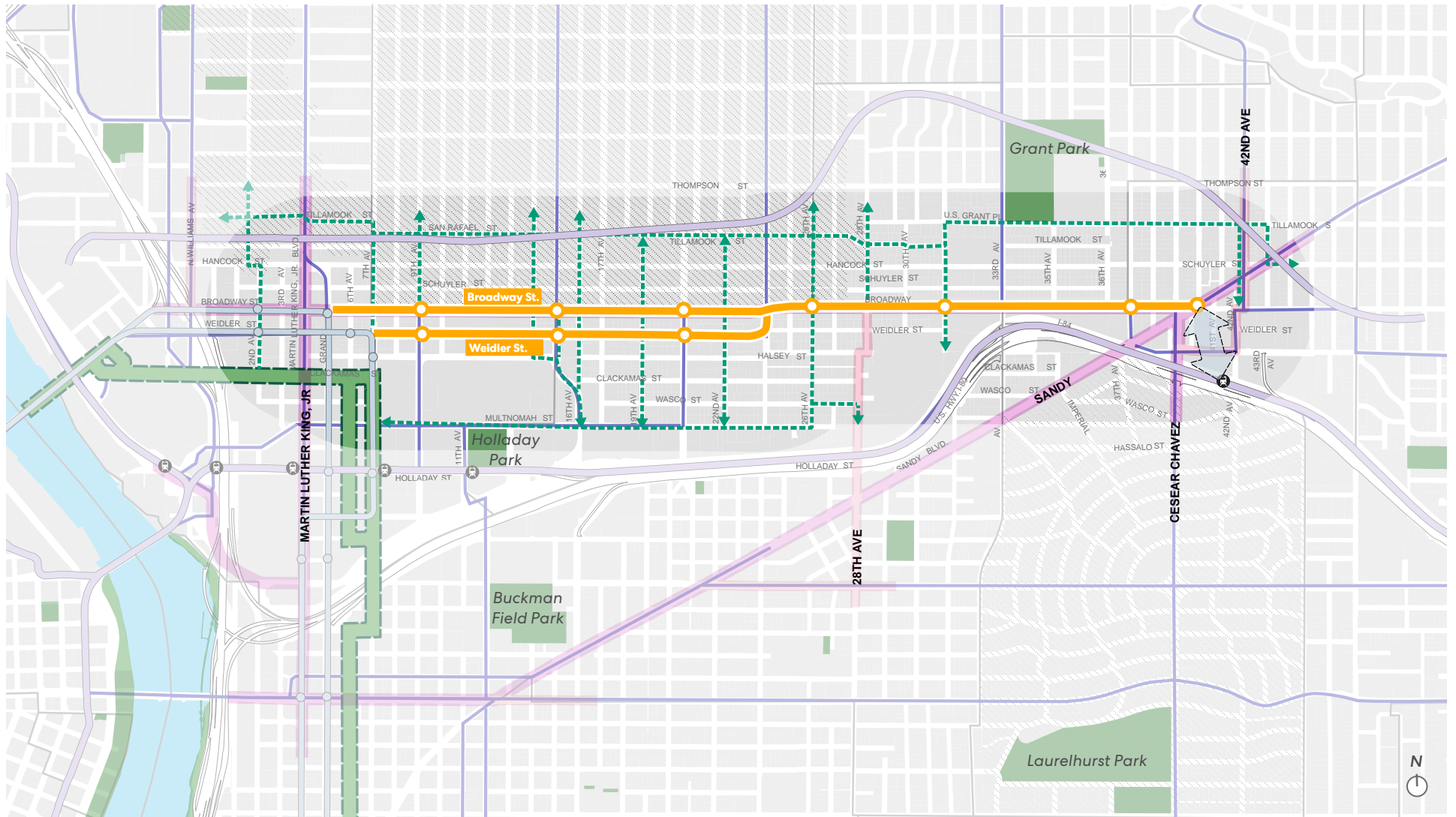
City of Portland should establish a station area plan for transportation investments needed to ensure a seamless connection between the MAX station at Hollywood TC to the new streetcar station on Sandy Boulevard. This could include the following:

- Sidewalk improvements and installation of new signalized intersections;
- Protected bicycle infrastructure to accommodate age 8 to 80 riders;
- Micro-mobility hubs including BIKETOWN bike share and scooter facilities.

Active Transportation

Several of Alignment C's transit stations are aligned with north-south city greenways/ bikeways at major intersections such as 7th, 16th and 28th. These are low-stress, family-friendly bike connections on low-traffic, low-speed streets throughout northeast Portland. These greenways also link to bridges crossing over I-84, including the future Blumenauer Pedestrian/ Bicycle Bridge into the Central Eastside Industrial District.

Clear street connections and wayfinding tools are needed for east-west City Bikeways such as NE Multnomah Street and NE Tillamook Street to ensure cyclists are not in conflict with transit and vehicles on Broadway/Weidler.



Transportation Connection

Legend

- Civic Corridor
- Neighborhood Corridor
- City Greenway/Bikeway
- The Green Loop
- Seamless Transit Connection
- TriMet Bus Lines

Summary

The streetcar alignment options presented in this report each identify possible alternate routes to connect Portland Streetcar to the Hollywood Town Center. While all the alignments present development opportunity, in the future, the decision to extend streetcar service on any of the alternative alignments may be influenced by catalytic redevelopment proposals on one or more key sites. The following summary highlights the opportunities and challenges of the options specific to each alignment alternative.

Alternative Alignment A: Sandy Boulevard

The Sandy Boulevard alignment provides direct access to the largest number of potential redevelopment opportunities of the alignments considered. Sandy offers significant housing development opportunity for mixed use and multi-dwelling residential uses. Sandy Blvd currently has a frequent bus line (Line 12) and has seen significant redevelopment in recent years.

Sandy Boulevard was one of the original Trolley Coach lines operated by Portland Traction Company Boulevard in the 1940s and 1950s, and the original route on Sandy carried people between downtown Portland and NE 82nd Avenue.

This report identified two sub-options to connect the Sandy Boulevard alignment to the existing system: Burnside/Couch and Stark/Washington. The potential redevelopment opportunities are similar for these two sub-options. The Stark/Washington connection

is located closer to slightly more employment land than Burnside/Couch. However, the Burnside/Couch sub-option is closer to the Burnside Bridgehead opportunity sites, several existing bus lines, and the recently approved Rose Lanes transit priority projects which combine to make Burnside/Couch a better potential candidate as a transit hub. The Burnside/Couch sub-option provides direct access to frequent transit lines including lines 12, 20, and 6, while the Stark/Washington option provides direct access only to TriMet line 6. The Burnside/Couch sub-option location is better served by the bike network connections on adjacent streets via Neighborhood Greenways on NE Davis Street and SE Ankeny Street.

Because NE Sandy Blvd is a Major City Bikeway in Portland's Transportation System Plan, a potential streetcar extension project would require an alternatives analysis to determine a cross-section that could accommodate high-quality bike lanes on Sandy, or alternatively an alternate bike route.

A streetcar extension project along Sandy Blvd would also require additional work to determine appropriate transitions to and from Grand/MLK. Engineering analysis will be needed to determine feasibility for the turning movements at Grand/MLK, Stark/Washington, and Burnside/Couch. Additionally, the streetcar service pattern may need to be considered, since this extension would likely be an offshoot of the existing Central City loop. Work will also be needed to determine how this service would duplicate, conflict with, or complement the existing frequent Line 12 bus service on Sandy.

Alternative Alignment B: Irving Street to Sandy Boulevard

The Irving Street alignment would connect streetcar service from the Convention Center area to Hollywood and Sandy Boulevard via NE Irving Street, providing high quality transit service through an area currently under-served by transit.

The Irving Street alignment area is zoned to accommodate significant future redevelopment. Opportunity sites in this area include Franz Bakery, the large irregular parcels adjacent to the I-84 on-ramp at NE 16th Avenue, and the 21st Avenue Bridgehead. This option would connect riders to TriMet frequent service line 70 as well as frequent service lines 6 and 12.

NE Irving Street is an important east-west bicycle route in this area. Adding streetcar service on Irving would require further analysis of low-stress east-west bike circulation options. This alternative is the only alternative requiring a new streetcar crossing of I-84, at NE 12th Avenue. The crossing would increase construction costs and would require further study to rule out fatal flaws.

A streetcar extension project along Irving Street would also require additional work to determine appropriate transitions to and from Grand/MLK. Engineering analysis will be needed to

determine feasibility for the multiple turns in the alignment. Additionally, the streetcar service pattern may need to be considered, since this extension would likely be an offshoot of the existing Central City loop. Work will also be needed to determine how this service would duplicate, conflict with, or complement the existing frequent Line 12 bus service on Sandy.

Alternative Alignment C: Broadway/Weidler Street

Like Sandy, Broadway is also one of Portland's historic streetcar routes. The Broadway/Weidler alignment is the only option connecting to Hollywood Town Center that does not include a segment on Sandy Boulevard. Of the alignment options, the Broadway/Weidler alternative could potentially include greater equity-related considerations due to its route through the lower Albina neighborhood, and proximity to the I-5 Rose Quarter Improvement Project.

Overall, there are fewer redevelopment options along the Broadway and Weidler alignment than along the other alignment options. In general, this is due to existing levels of investment, fragmented ownership, historic districts, zoning patterns and lot sizes. However, this alignment is the closest of the options to several sites which could present significant development opportunities in the future, including the Lloyd Center, Lloyd Cinema, and Fred Meyer.

This alignment is currently served by TriMet lines 17, 70, and 77, however none of these are frequent service routes or travel the entire length of the corridor. Conversely, streetcar service would provide a single transit service line from the Broadway Bridge to Hollywood Town Center. Because of this, as well as the existing streetcar service on Broadway/Weidler west of Grand/7th, this extension could be most straightforward in terms of service pattern and integration with TriMet service. This extension would likely introduce a new "east-west" streetcar line from NW 23rd Ave to Hollywood, though other service patterns are possible. The extension could also provide an opportunity to re-route TriMet bus lines.

Both Broadway and Weidler are considered Major City Bikeways, and include existing bike lanes between downtown and NE 24th Avenue that are planned for future improvement. Any potential streetcar extension project would require an alternatives analysis to determine a cross-section that could accommodate high-quality bike lanes on the Broadway/Weidler corridor or identify an alternative bike route.

Next Steps

Each of the alignment options presents specific opportunities and challenges. In the future, the decision to extend streetcar service on one of these alignments could be influenced by catalytic redevelopment opportunities and associated opportunities to advance the City's transportation, land use, and equity goals.



MONTGOMERY PARK TO HOLLYWOOD:
URBAN DESIGN CONCEPTS

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